The Bombay Gazette.

No. 7,516.—New Series. BOMBAY :—SATURDAY, APRIL 16, 1870. Annual Subscription in Advance ... ...Rupees Fifty-two

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town .....Rs. 52 0
——— including postage..... „ 72 0
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First insertion.....Rs. 5 0
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per line.
Second Ditto ..... 4½ „ „
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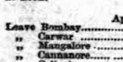
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship HIMALAYA, 1,341 tons, 250 H. P., Commander J. H. Atkinson, will be despatched on the 26th April 1870, at noon.

	April 1870		May.
Leave Bombay	26	Leave Colombo	2
„ Carwar	27	„ Galle	3
„ Mangalore	28	„ Tuticorin	5
„ Cannanore	29	„ Madras	9
„ Calicut	29	„ Coconada	11
„ Mergoze	29	„ Vizagapatam	12
„ Cochin	30	„ Bimlipatam	12
	May.	„ Gopalpore	13
„ Tuticorin	1	Arrive Calcutta	15
Arrive Colombo	2		

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Lingu, Bushire, Fao, Mahomerah, and Bussorah.

The Steam-ship BURMAH, 1,025 Tons, 200 H.P., Commander H. T. Dickinson, will be despatched on the 18th April 1870, at noon.

Up.	April.	Down.	May.
Leave Bombay	18	Leave Bussorah	6
„ Kurrachee	22	„ Mahomerah	7
„ Guadur	23	„ Fao	8
„ Muscat	26	„ Bushire	8
„ Bunder Abbas	28	„ Lingu	10
„ Lingu	29	„ Bunder Abbas	12
„ Bushire.....May	2	„ Muscat	14
„ Fao	3	„ Guadur	16
„ Mahomerah	3	„ Kurrachee	20
Arrive Bussorah	4	Arrive Bombay	27

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
„ Ratnagherry	Sunday.	„ Beypoore	Saturday.
„ Malwan	„	„ Calicut	„
„ Vingorla	„	„ Tellicherry	„
„ Goa	Monday.	„ Cannanore	„
„ Carwar	„	„ Mangalore	Sunday.
„ Compta	„	„ Compta	Monday.
„ Mangalore	Tuesday.	„ Carwar	„
„ Cannanore	Wednesday.	„ Goa	Tuesday.
„ Tellicherry	„	„ Vingorla	„
„ Calicut	„	„ Malwan	„
„ Beypore	„	„ Ratnagherry	Wednesday
Arrive Cochin	Thursday.	Arrive Bombay	Thursday.

The Steamer GENERAL HAVELOCK, Captain Dewitz, will be despatched according to the above table on SATURDAY next, the 16th instant, at 4 P.M.

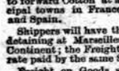
NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazar Street, 11th April, 1870.

NEW OVERLAND ROUTE

(Via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.



LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRASSINETTI FILS and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Naples, Barcelona, Havre, and other Continental Ports. They have also made arrangements to for sard Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of detaining at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be payableat Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on any moderate terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 15
„ Suez	£ 40	£ 22-10
„ Port Said	£ 42	£ 24
„ Marseilles	£ 56	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the Steam Ship EUROPE, 3,500 tons, Captain Martino, will be despatched from Bombay on or about the 3rd May, and will be followed by the AFRIQUE, to sail about the 25th June.

For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 9th April, 1870.

STEAM COMMUNICATION WITH ITALY VIA THE SUEZ CANAL.

(Direct Service between Bombay, Messina, Naples, Leghorn, and Genoa.)

THE Italian Steam Navigation Company of Messrs. R. RUBATTINO & Co., under contract with the Italian Government, for carrying the Royal Mail between Genoa, Sardinia, Corsica, Sicily, Tunis and Alexandria, have resolved to run, for the present, MONTHLY STEAMERS from Bombay to the above-named Italian Ports, for which purpose four new English-built First Class Screw Steamers of 2,000 Tons each, now in course of construction, will be put on the line very shortly.

PASSENGER RATES.

(Inclusive Transit Fees through the Canal.)

	1st Class.	2nd Class.		3rd Class.
To Aden	£33	£15		£4
Suez	38	20		9
Port Said	40	24		9
Messina	48	33	Including Wines.	12
Naples	52	35		14
Leghorn	53	36		15
Genoa	53	36		15

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Deck Passengers are allowed to make the voyage at any of the Mediterranean Ports, and are free to proceed by any of the Company's regular Steamers to the port of destination marked on their Ticket, provided there is room for them on board.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company, are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half amount of the fare.

In accordance with the above, the first-class steamer EGITTO, 1,800 tons, affording excellent accommodation for 1st, 2nd, and 3rd Class Passengers will be despatched from Bombay by the end of May.

For Prospectus of this new Steamer line, as also for rates of freight, &c., apply to

VOLKART BROTHERS,

Agents, Rubattino Steam Navigation Company.

Bombay, 11th April 1870.

FOR HAVRE DIRECT.

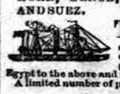
MESSRS. GEORGE SMITH and SON'S Ship CITY of CASHMERE, 980 tons register, Captain Bruce, will be despatched hence about 10th proximo. For Freight and Passage apply to

Bombay, 11th April 1870. W. NICOL & Co., Agents.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.



THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £22. 10s. } Exclusive
To Trieste—1st class £93, 2nd class £54., } of Wines.
Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissinet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship MAGDALA, 2,200 Tons, Captain Thomson, will be despatched on MONDAY, the 25th April via the Canal to Liverpool.

STEARNS, HOBART, & Co.

THE BOMBAY AND BENGAL STEAM SHIP COMPANY.

To LIVERPOOL via CANAL.

THE MAGDALA, leaving 25th April, and the NEREA, 21st May, will be despatched via the Canal to LIVERPOOL.

RATES OF PASSAGE MONEY THROUGH TO LIVERPOOL.

First Class £55
Second Class £35

Our Agents in London are prepared to obtain POLICIES on COTTON by our Steamers via Canal at 20s. per cent w. a.

STEARNS, HOBART, & Co.

Bombay, 6th April 1870.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

IN addition to the Monthly Line of Steamers between BOMBAY and TRIESTE, the Company have resolved upon establishing a transhipment service at Port Said for goods shipped for Trieste by steamers sailing under any flag whatever from the JAPANESE, CHINESE, and INDIAN Ports to MEDITERRANEAN or BRITISH Ports via Suez Canal.

Merchants and Shippers, who avail themselves of this modeof conveyance, are respectfully requested to address such goods to the Austrian Lloyd's Agency at Port Said, which will ensure their transhipment upon and forwarding by the Company's weekly steamers, running between that port and Trieste, via ALEXANDRIA, charging the following rates of freight:—

Cotton, Wool, Skins, Tea	24 shillings per ton of 40 Eng. c. ft.		
Indigo, Silk	60	„	20 cwt.
Ivory, Coffee, Pepper	60	„	„
Oil-Seeds, Ginger, Rice, Oils, &c.	40	„	20 cwt.

inclusive of transhipment-expences, as also of eventual charges for disembarkment, storing, and re-embarkment. On these rates a reduction of 5c. per ton of 20 cwt. is allowed when goods are received and embarked at Port Said by any other medium than that of the Lloyd's Agency.

The Company undertake, at Merchant's request, the Insurance against Sea risks at the following premium per cent Ist. From Port Said to Trieste 8 shillings from 1st of April to 30th Sep. „ 1st of Oct. to 31st Mar.

Goods for Odessa and ports of the Syrian, Turkish and Greek Coasts, touched at by the Company's steamers, will also be received and forwarded at the above rates of freight.

Trieste, 15th February 1870.

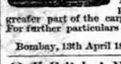
By order of the Board of Directors,

A. C. GUMPERT & Co.,

Agents of the Austrian Lloyd's Steam Navigation Company.

Bombay, 23rd March 1870.

FOR HONGKONG.



THE A. 1 Screw Steamer NIGER, 1,100 tons register. This vessel has excellent accommodation for First Class Passengers, and will be despatched hence about 30th instant. The greater part of the cargo required has already been engaged. For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 13th April 1870.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

1 Dozen Silk and Wool Shirts.	1 Rug with straps.
1 „ Under Vests.	1 Maud.
1 „ Linen Collars.	1 Inverness Cape.
1 „ Fine Cotton Socks.	1 Pad Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
1 „ Fine Merino Drawers.	1 Clothes Bag.
1 „ Colored Handkerchiefs.	1 Travelling Hat.
1 „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarf and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NOTICE.—Consignees of CARGO per Steam Ship NIGER, from London, are requested to SEND BOATS alongside at once to take delivery, otherwise the same will be landed by the Captain without further intimation at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of Captain and Owners.

Bombay, 12th April 1870.

NOTICE.—Consignees of CARGO per ship POLYXENA, from Liverpool, are requested to SEND BOATS along-side to receive their respective goods as they come to hand, otherwise the same will be landed, without further intimation, by Captain Balsor at the risk and expense of the concerned.

OWEN & OKELL, Agents.

Bombay, 14th April 1870.

NOTICE.—Consignees of CARGO per Ship MONARCHY, Captain Day, from London, are requested to SEND BOATS alongside to take delivery of their respective Goods as they come to hand, failing which they will be landed by the Captain on account and risk of the concerned.

Captain Day will not be responsible for the condition of any package after it has once left the Ship's deck.

HARBORD & Co.,
Agents for Captain Day, Ship Monarchy.

NEW ADVERTISEMENTS.

Now Ready,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4
"Bombay Gazette" Office, Meadow Street, Fort.

Now Ready,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a fortnight at the *Bombay Gazette* Office, on the departure of every alternate Mail for Europe.

The Bombay Price Current contains :—

A Specially-Written Market Report.
Freight Report, with statement of Ships chartered, &c.
Export Manifests of Vessels which have sailed during the Fortnight.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1862.
Comparative Summaries of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1862 and 1869 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the fortnight.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 8
"Bombay Gazette" Office, Medow Street, Fort.

BOMBAY RECLAMATION COMPANY Limited (in Liquidation).—The UNDERSIGNED are prepared to receive OFFERS for the PURCHASE of the Company's PROPERTY at COLABA, adjoining the premises of the United Victoria and Colaba Company.

Information regarding the area of the Property, Title, &c., can be obtained at the Office of the Company.

JAMES G. SMITH,
For self & Co.-Liquidators.

Elphinstone Circle, Bombay, 14th April 1870.

THOMAS D. MARSHALL'S GENTLEMEN'S FIRST-CLASS BOOTS at Moderate Prices for Cash.

The 1870 Illustrated Catalogue Post free to India.

THE GENTLEMAN'S GUINEA ELASTIC BOOTS, Calf for Walking, or Patent Leather for Dress, free to India by sample post on receipt of remittance for 22s., and a paper pattern size of sole. Remittances to be crossed "Bank of England."

THOMAS D. MARSHALL,
192, Oxford Street, London, W.

JOHN MOIR and SON, Preserved Provision Manufacturers and Export Oilmen, ABERDEEN,

Purveyors by Special Appointment to H.R.H. the Duke of Edinburgh,

Supply, of the finest quality,

Soups, Fish, Meats, Game, Entrées, Bacon, Hams, Tongues Cheese Bologna and Oxford Sausages, Potted Meats and Fish, Sardines, Jams, Jellies, and Orange Marmalade. Also Pates, Pickles, Sauces, Tart Fruits, Table Jellies, Mushroom Ketchup, Oils, Vinegars, Baking Powder, &c.

J. M. S. are also the Sole Proprietors of the DUKE OF EDINBURGH'S SAUCE.

Consumers will find that some of our Goods are rather higher in price than other manufacturers', but in the end they will prove the cheapest, being all of superior quality, more especially our Soups, a 1-lb. tin of which, with the addition of an equal quantity of water, will make two pounds of rich Soup.

WANTED.

UPCOUNTRY RESIDENTS and Passengers arriving Bombay can be accommodated with First Class BOARD and LODGING at Rs. 4 per day, five minutes walk from the Fort.

Permanent Boarders at a reduced rate.

Quarters good and healthy, commanding a view of Back Bay, Harbour and Esplanade. Address "Gazette" Office, Fort, No. 44.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, from 1st May 1870, a COMMODIOUS and AIRY BUNGALOW, at Malabar Hill, now in the occupation of Sir Charles Sargent, Kt. Apply to DAVID SASSOON & Co.

MALABAR HILL.—TO BE LET, from the 25th instant, the BUNGALOW now occupied by Edward Bigg, Esq. Rent moderate. For particulars apply to Messrs EDWARD BIGG & Co., Apollo Street.

MAZAGON LAND and RECLAMATION COMPANY, Limited, (In Liquidation).—TO LET, HOUSES Nos. 26 and 28 at Mazagon. Rent Rs. 40, and Rs. 70 respectively. No. 32 has stable accommodation.

For further particulars apply to Mr. G. GAHAGAN, the Company's Traffic Manager.

JAMES DICKSON,
For Self & Co-Liquidator.

Elphinstone Circle, 23rd December 1869.

NOTICES.

NOTICE.—Mr. ALEXANDER BRODIE EASTON is authorized to SIGN our FIRM from THIS DATE.

15th April 1870. SOUNDY & Co.

GREAT INDIAN PENINSULA RAILWAY.

NOTICE is hereby given, that under instructions from Government, MADRAS TIME, which is 27 minutes in advance of the time in Bombay, WILL BE ADOPTED, on and after 1st MAY next, at all Stations on this Railway, and the Trains will run in accordance therewith.

HENRY CONDER,
General Traffic Manager.

Bombay, 12th April 1870.

GREAT INDIAN PENINSULA RAILWAY.—TENDERS are hereby invited for the ORDINARY MAINTENANCE of OPEN LINE on the following portions of the North Eastern Extension and Nagpore Branch :—

Distance.		
ms.	chs.	
73	67	Contract No 1 from Taptee River to Khundwa.
63	53	ditto No 2 from Khundwa to Hurda.
46	27	ditto No 3 from Hurda to Sukkur Viaduct to Chindwara.
32	28	ditto No 4 from Chindwara station to Jubbulpore.
135	50	ditto No 5 from Bhesawul to Budnahra.
108	25	ditto No 6 from Budnahra to Nagpore.

Forms of Tender and Schedules for Prices for supplementary works not included in the Ordinary Maintenance, may be seen at the Chief Engineer's Office, Bhosawul, on and after the 26th current.

The Tenders must be sealed and addressed to the Agent not later than the 1st May, and the Contracts will commence on the 1st July 1870 and expire on the 30th June 1871.

The Agent will not bind himself to accept the lowest or any Tender.

H P LeMESURIER, Agent.

Company's Offices, Bombay, 5th April 1870.

THE ORIENTAL INSURANCE SOCIETY (in Liquidation).—NOTICE is hereby given, that a SECOND and FINAL DISTRIBUTION of the ASSETS of the SOCIETY, at the rate of Rs 88 (Rupees Eighty-eight) per share, WILL BE PAID to the REGISTERED SHAREHOLDERS at the Office of the Society, No. 24 Victoria Buildings, Parsee Bazaar Street, Fort, on WEDNESDAY the 23rd March, instant, between the hours of 12 A.M. and 3 P.M. and on every following Wednesday during the same hours. Share Certificates should be delivered up when applying for payment.

Those Shareholders who have not yet applied for the paymen of the First Distribution of Assets are requested to apply for same at once, otherwise the same will be dealt with in such manner as the Liquidators may be advised.

COOVERJEE RUSTOMJEE MODY,
For self and Co-Liquidators.

Bombay, 15th March 1870.

TINNEVELLY PRESS COMPANY (Limited).—NOTICE is hereby given, that the SIXTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Office of the Secretaries and Treasurers, No 5, Rampart Row, on THURSDAY, the 28th April 1870, at 3 P.M., for the transaction of the following business :—

1 To receive the Directors' Report of last year and the Balance Sheet made up to 31st December last.
2 To declare a Dividend.
3 To elect a Director in the room of Dadabhoy Jamsetjee, Esquire, who retires by rotation, but is eligible for re-election.
4 To elect an Auditor for the ensuing year in the room of Manockjee Balcrishna, who retires, but is eligible for re-election.

By order of the Directors,
YORKART BROTHERS,
Secretaries and Treasurers.

No 5, Rampart Row, Bombay, 14th April 1870.

BOMBAY OMNIBUS and GENERAL CONVEYANCE Co., No. 141, KHETWADDY ROAD.

Light and comfortable BROUGHAMS, SHIGRAMS, SOCIABLES, HANSOMS, BUGGIES, DOG-CARTS, &c., with or without Horses, CAN BE HIRED at short notice, and at moderate charges.

(See Card Circulars.)

Carriages built or repaired on the premises, under the superintendence of Mr. Burdett.

The Farriery is under the supervision of a person of skill and experience.

Horses requiring treatment, or otherwise, received into the Company's Livery Stables, and every attention paid to the animals; as also Horses on Commission Sale.

Carriages and Horses bought, sold, and exchanged.

Office in the Fort, at No 40, Meadow Street, next to the Bombay Gazette" office.

THE TWENTY-FIVE LAKH LOAN CASE.

Now Ready, at *Bombay Gazette* Office,

JUDGMENTS delivered by Mr. Justice Westropp and Sir Charles Sargent in the case of the

BANK OF BOMBAY
versus
THE ORIENTAL BANKING CORPORATION.

The above have been reprinted in Pamphlet Form, and copies may be had in this Office. Price ONE RUPEE.

Bombay Gazette Office, April 4.

NOTICE.—The undermentioned Banks will be CLOSED, for the EASTER HOLIDAYS, on FRIDAY and SATURDAY, the 15th and 16th instant :—

For the Oriental Bank Corporation,
J. F. MOIR, Agent.
For the Chartered Bank of India, London and China,
ROBT. CAMPBELL, Agent.
For the Chartered Bank of India, Australia, and China,
JAMES SIMPSON, Acting Agent.
For the Comptoir D'Escompte de Paris,
E. J. HARDCASTLE, Manager.
For the National Bank of India Limited,
JAMES WINDRAM, Manager.
For the Agra Bank (Limited),
EDWARD MORRISS, Manager.
For the Bombay and Shanghai Banking Corporation,
R. STEVENSON, Agent.

COTTON SEED.—The Cotton Commissioner is prepared to SUPPLY the following newly-imported COTTON SEEDS for sowing during the ensuing season :—

Egyptian	at Rs. 10 per cwt.
New Orleans	at Rs. 25 „
Sea Island	at Rs. 25 „
Peruvian	at Rs. 25 „
Bourbon	at Rs. 10 „

The above rates are exclusive of packing and transport charges, when forwarded to the Mofussil.

As a general average, an acre of ground requires from ten to twelve pounds of seed.

It is requested that requisitions may be forwarded with as little delay as possible (addressed to Mr. HARRISON, Senior Cotton Inspector), as by this means he will be enabled to make their own arrangements for the careful preservation to their Seed until sowing time.

Applications for Hinguzghat and Dharwar American Seed should be made at once to enable the Cotton Commissioner to estimate the total quantities of those Seeds which it will be necessary to procure.

G. F. FORBES, Cotton Commissioner.

Town Hall, Bombay, 19th March 1870.

THE BOMBAY ACADEMY OF MUSIC.

Several influential members of the Bombay community having represented to Mrs. Buxton (pupil of Jacques Herz, and student of the Conservatoires at Munich in Brussels and Antwerp), that an Institution where Music, Instrumental and Vocal, would be thoroughly taught, on moderate terms, is a want that has been long felt, she, acting on their suggestion, has founded the above Academy; it has been located in the house known as the "Nunnery," next the residence lately occupied by the Rev. E. H. Cooper, "The Wilderness," at Mazagon.

The house has been suitably fitted up for the accommodation both of visitors and pupils. The Concert Hall (100 ft by 43) possesses good acoustic properties.

Mrs. Buxton has been so fortunate as to secure the services of Signor Alberto Zelman as Musical Director and Professor of the Institution, and those of Mr. Herberte Seuse (late of the Sacred Harmonic Society, London,) as Assistant in the training of the Singing Classes.

Classes will be formed for tuition in the Tonic Solfa system : particular attention will be paid to the cultivation and development of the voice.

The pupils of this Academy will receive a Sound Education both in the Theory and Practice of Music. Hours will be set apart for the tuition of Native Ladies, who (should they desire it) will be under the immediate care of Mrs. Buxton herself.

In connection with the Institution, Concerts will be given, when pupils will have an opportunity of displaying the advancement made in their studies. Grand Evening Concerts will also be given twice a month, in which the professionals connected with the Institution, and distinguished Amateurs will perform. These Concerts will consist of Classical, Operatic, and Popular Music; and, occasionally, of Sacred Music entirely.

Any member tolerably proficient in music, wishing to perform at any of the Concerts, will have the privilege of attending the rehearsals for such Concert, gratis.

All Concerts will be free to members and pupils: there will be a few tickets issued to visitors not connected with the Institution.

The Proprietress of this Institution is sanguine that, with the encouragement and support of the Musical Public, she will be the means of laying the foundation of an Academy of Music similar to those established in the principal Cities of Europe.

It is gratifying to Mrs. Buxton to announce that she has already been promised the support of some influential members of the Bombay community.

Subjoined is the proposed Scale of Charges :—

Instruction in the Theory and Practice of Music, on any Instrument, two Lessons per week, of one hour each	Per month. Rs. 15
Instruction in Vocal Music, two Lessons per week, of one hour each	20
Instruction in either Vocal or Instrumental Music, in a Class, two Lessons per week, of one hour each	5
Instruction in Vocal and Instrumental Music, four Lessons per week, of one hour each	30
Instruction by Lectures (in class) in Harmony, Thorough Bass and Composition, two Lectures per week, of one hour each	10
Private Instruction in the preceding, two Lessons per week, of one hour each	20

Pupils may be attended at their own residences.

The Subscription for Members will be Rs. 15 per quarter.

Schools attended by special arrangement.

Families will be constituted members at a reduction of 50 per cent for every Ticket after the first.

The Academy is open from this date, and Mrs. Buxton is prepared to register the names of Members and Pupils. All Communications to be addressed to

Mrs. BUXTON,
The Bombay Academy of Music, Mazagon.

The Bombay Academy of Music, 11th April, 1870.

NOTICES.

MR. P. A. LOPES,

PIANOFORTE TEACHER, TUNER, AND REPAIRER.

Pianos tuned and undertaken for repair, either at his own, or at the parties' residences, at any part of the Island.

Good references as to ability can be produced.

Letters addressed as below will be carefully attended to—Nawab's House, Nesbit Lane, Byculla.

GENERAL BUSINESS HOUSE FOR LAW AGENCY, SCHEDULE of INSOLVENCY, ARBITRATION, BROKERAGE, CONTRACT, LANDING and CLEARING, COMMISSION, &c., &c.

FRANCIS AZEVEDO,

No. 1, Bell Lane, Fort.

N.B.—Orders attended to promptly. Sufficient security furnished. Terms exceedingly moderate.

NOTICE.—We, the undersigned, do hereby give NOTICE, that we are jointly entitled to a HALF SHARE in the undermentioned ANCESTRAL PROPERTIES, situate in Salsette, viz :—

One Oart called "Wady Bay," situated at Versovah, bearing Survey Number 8 and Post Number 1;
One Oart called "Purbhoody and Bunderwady," situated at Versovah, bearing Survey Number 65 and Post Number 1;
Also one Batty Field, situated at Bandowlee;

And that if any person lends money on the mortgage of the said properties, or purchases them or makes and receives payment in respect of them without our consent or knowledge, he will do so at his own risk and peril.

HURRICHUND BALCRISHNA.
SUDANUND BALCRISHNA.

Bombay, 12th April 1870.

MAZAGON.—EUROPE HOTEL.—The above Hotel has been NEWLY OPENED THIS DAY by the undersigned, who originally established it, and who now solicits the patronage of her old Friends and Supporters.

The best brands of Wines and Spirits will alone be supplied.

Attached is a First Class Billiard Table.

CAROLINA GOLDSTEIN,
11th April 1870. Sole Proprietress.

HOPE HALL HOTEL, MATHERAN.—Mr. P. MENDOSA, the Proprietor of the Hope Hall Hotel, begs to announce to the Ladies and Gentlemen, that he has RE-OPENED the HOTEL, which is so well known for its excellent accommodation.

Superior articles are always supplied at moderate rates, and great care is taken for the comfort of the Visitors.

Middle Cross Road,
Louisa and Alexandra Points.

DIVAN EXCHANGE, having been newly RE-FITTED and RE-OPENED under European Management, and having engaged a FRENCH COOK specially to prepare Hot Tiffins, Pastry (both French and English), Ices, Sweetmeats and delicacies of all descriptions, is now ready to give its patrons every kind of Refreshment in first class style.

And has also the
FINEST BILLIARD SALOON IN BOMBAY.
No. 5 Apollo Street.

ALEXANDRA HOTEL, MATHERAN.—Mr. J. C. PINTO, the Proprietor of the ALEXANDRA HOTEL, begs to announce to the Ladies and Gentlemen that he has resumed the management of the above Hotel, which is so well known for its excellent accommodation. There are besides three separate Bungalows attached to the Hotel which are very commodious for Ladies and Gentlemen. Superior articles are always supplied at moderate rates, and great care is taken for the comfort of the Visitors.

ICES! ICES!! ICES!!!

JEWANJEE'S EXCHANGE.

Messrs. JEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass

JEWANJEE'S EXCHANGE.
(By JEWANJEE & Co., Proprietors Byculla Hotel)

Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow Street and Hummum Street are open daily, and that Hot-chops, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.

The Billiard Room and ordinary Tiffin Room are on the ground floor, and on the first flat there are half a dozen nicely fitted up private rooms for tiffins.

A First class selection of WINES, SPIRITS, and BEER, &c.

JEWANJEE & Co.

THE CHOWK HOTEL, MATHERAN.

Messrs. Jewanjee & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal patronage extended to the Hotel throughout last season, beg to intimate that they have now RE-OPENED the Hotel.

The Chowk Hotel is the highest bungalow on the hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

Terms as before, Rs. 6 per day.

BYCULLA REFRESHMENT ROOMS.

JEWANJEE and COMPANY, Proprietors of the Byculla Hotel, beg to intimate that they have now OPENED a REFRESHMENT ESTABLISHMENT in connection with their Billiard Room, adjoining the Byculla Hotel, where Steaks, Chops, and other Refreshments can be had at any hour at reasonable prices. Care will be taken to serve only first class meats, and excellent arrangements have been made for cooking at a moment's notice, by means of a patent stove, just received from Europe, any dish in the bill of fare.

Private Rooms have been expressly built for the accommodation of Visitors, in connection with the Billiard Room, which has been refitted, and in which there are now four first-class Billiard Tables, brilliantly lighted with Gas.

Wines and Spirits and American Drinks of every description can be had at the bar of the Billiard Rooms.

GREAT EASTERN HOTEL, WINE & GENERAL PURVEYING COMPANY (Ld). ALLAHABAD BRANCH.

HOTEL DEPARTMENT ONLY.

ALLAHABAD having now become an important city, to meet its growing requirements, the Company has, at considerable expense, enlarged and improved their Hotel by the addition of an upper storey. From its central position, and close proximity to the Railway Station, the Hotel offers to Travellers, wishing to break their journey, a comfortable and quiet resting-place, with Refreshments of the very best.

The Hotel is on the Queen's Road, Allahabad, and within an easy walk of five minutes from the Terminus. It is fitted up and furnished in the most complete manner, and suited both for Families and Single Gentlemen; but the upper rooms are more especially adapted for Families, as they can be occupied one, two or three en suite, with capital Bath Rooms attached. These Rooms are also, without exception, the coolest and most comfortable in the station.

The Wines, Spirits and Beer are selected from the Company's stock in Calcutta, and fresh supplies are sent monthly, thus ensuring to visitors the best and most unexceptionable articles of the kind to be procured in the North-Western Provinces.

A first-class slate Billiard Table is provided for the use of the Residents, and for the amusement

MILITARY.

ARRIVALS.—APRIL 15.

Macnamara, Captain, 93rd Highlanders, to rejoin, from Calcutta.
Innes, Lieutenant, Royal Artillery, on duty, from Madras.
Preston, Captain, 45th Regiment, on leave, from Madras.
Fraser, Captain, Staff Corps, on duty, from Belgaum.
Reed, Major, Royal Artillery, on leave, from Belgaum.
Brown, Captain, 5th Regiment N. L. I., on leave, from Belgaum.

DEPARTURES.—APRIL 15.

Noble, Captain, 41st Regiment, on sick leave, to England.
Hale, Captain, 28th Cameronians, on sick leave, to England.
Beasley, Lieutenant, 102nd Regiment, on duty, to England.
Sparks, Lieutenant, Bengal Staff Corps, on sick leave, to England.
Ramsay, Colonel, 21st Hussars, on sick leave, to England.
Smith, Captain, 86th Regiment, on sick leave, to England.
Macnamara, Captain, 93rd Highlanders, to join, to England.
Garsia, Captain, Bengal Staff Corps, on sick leave, to England.
Tarleton, Conductor, Barrack Department, on sick leave, to England.
Swetenham, Captain, Royal Engineers, on sick leave, to England.
Atkinson, Captain, 98th Regiment, on sick leave, to England.
Desmond, Conductor, Barrack Department, on sick leave, to England.
Sinclair, Conductor, Barrack Department, on sick leave, to England.

GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Calcutta, 26th March 1870.

Major General J. Fordyce is transferred from the command of the Presidency Division to that of the Sirhind Division, with effect from the 15th March 1870, in the room of Major General W. F. Beatson, proceeding on leave of absence, on medical certificate.

Brigadier General G. J. L. Buchanan, commanding in Fort William, is, with the sanction of Government, appointed, until further orders, to the temporary command of the Presidency Division, in addition to his other duties, with effect from the 15th March 1870.

Brigadier General W. C. Forrest, commanding at Cawnpore, is transferred to the command of the Saugor District, and will proceed to relieve Brigadier General Sir W. F. Turner, K.C.S.I., C.B., at Jubbulpore, on the 23rd March 1870, the date on which that officer's tour of service expires.

Captain L. P. Gould, 77th Foot, is permitted, as a very special case, to embark at once from India, for the purpose of joining his regiment in England, paying his own passage. On arrival in England he will report himself to the Adjutant General, Horse Guards.

Ensign H. F. Smith, 88th Foot, who joined the Senior Department of the Thomason College, Roorkee, by G. O. C. C. 1 th November 1869 (p. 498,) is permitted to rejoin his regiment, at his own request.

The undermentioned officers have leave of absence :—

Royal Horse Artillery.—Colonel J. Turner, C.B., (commanding A Brigade,) to port of embarkation, for one month, and thence to England, from date of embarkation, for fifteen months, on private affairs.

20th Hussars.—Cornet F. J. Graves, from the 13th September 1869 to the 1st February 1870, on private affairs.

Royal Artillery.—Lieutenant Colonel D. J. F. Newall, 24th Brigade, to Dalhousie, from the 15th April to the 15th October, on private affairs.

Lieutenant Colonel G. Maister, 19th Brigade, to Murree, from the 1st July to the 15th October, on private affairs.

Lieutenant R. Wace, C. Battery 16th Brigade, to Calcutta, from the 14th February to the 14th May, on private affairs.

Lieutenant J. J. Congdon, A Battery 16th Brigade, to the Neilgherry Hills, from the 15th April to the 15th October, on private affairs.

Lieutenant W. Cotton, (C Battery 19th Brigade,) to England, overland, from date of embarkation, to appear before a medical board.

Lieutenant F. T. S Yates, (C Battery 8th Brigade,) to England, overland, from date of embarkation, to appear before a medical board.

Quartermaster D. Cumming, (20th Brigade,) to England, overland, from date of embarkation, to appear before a medical board.

6th Foot 1st Battalion.—Ensign A. K. Macpherson, 2nd Wing Subaltern 14th Native Infantry, on probation, to Calcutta, from the 15th January to the 15th April, to study the native languages.

10th Foot 2nd Battalion.—Major C. Barlow, to England, via the Cape from date of embarkation, to appear before a medical board, doing duty with troops.

Lieutenant E. B. Barnaby, to England, on private affairs, for fifteen months, from date of embarkation, doing duty with troops, if required.

14th Foot 1st Battalion —Major C. E. Grogan, to Nynee Tal, from the 15th April to the 15th October, on private affairs.

21st Foot 1st Battalion.—Captain W. H. Carleton, to England, on private affairs, for nine months, from date of embarkation, doing duty with troops.

38th Foot —Lieutenant F. C. Barron, (officiating 2nd Squadron Subaltern 1st Bengal Cavalry,) to Calcutta, from the 7th March to the 7th April, to study the native languages.

[This cancels the leave granted by G. O. C. C. of the 4th instant, p. 88.]

51st Foot.—Captain H. J. Haydock, to Calcutta, for fifteen days, from the 20th March, and thence to England, for fifteen months, from date of embarkation, on private affairs.

Lieutenant C. S. C. Crespigny, for one month, from the 14th March, in extension of the preparatory leave granted him by G. O. C. C. of the 21st February 1870, p. 70.

58th Foot.—Lieutenant Local Captain W. Hill, to Calcutta, from the 15th April to the 15th October, on private affairs.

93rd Foot.—Ensign G. H. Elliott, officiating 2nd Squadron Subaltern, 10th Bengal Cavalry, to Calcutta, from the 16th April to the 15th October, to study the native languages.

106th Foot.—Lieutenant H. W. C. Bulkeley, to the hills north of Deyrah, from the 15th April to the 15th October, on private affairs.

107th Foot.—Lieutenant G. M. Bellasis, to Calcutta, from the 15th April to the 15th October, on private affairs, to study the native languages.

General List, Infantry.—Lieutenant C. Ransford, Quartermaster 37th Native Infantry, to Bombay, for one month, from date of leaving regiment, preparatory to furlough to Europe, on private affairs.

Staff Corps.—Colonel R. N Baikes, doing general duty at Fort William, from the 15th April to the 15th October, on urgent private affairs, in India, under the rules of 1868.

Colonel G. A Fisher, commanding 5th Native Infantry, to Calcutta, from the 1st to the 20th April, to appear before a medical board, under the rules of 1868.

Major C. W. Fletcher, doing duty at Bareilly, to Nynee Tal, from the 15th April to the 15th October, on private affairs, under the rules of 1868.

Captain R. J. Walker, Wing Officer 17th Native Infantry, to Simla, from the 15th April to the 15th October, on private affairs, under the rules of 1868

Captain H. W. Webster, officiating Wing Officer 30th Native Infantry, to Bombay, for one month, from date of leaving regiment, preparatory to furlough to Europe, on private affairs.

Captain T. J. Watson, 2nd in Command and Squadron Officer 17th Bengal Cavalry, to Rawul Pindee, from the 15th April to the 15th October, on private affairs, under the rules of 1868.

Lieutenant R. A. Swetenham, 2nd Wing Subaltern 27th Native Infantry, to the hills north of Deyrah, from the 15th April to the 15th October, on private affairs, under the rules of 1868.

Rifle Brigade 3rd Battalion.—Captain E. H. Buller, to the hills north of Deyrah, from the 15th April to the 15th October, on private affairs.

Lieutenant the Hon'ble J. C. Amherst, to the hills north of Deyrah, from the 15th April to the 15th October, on private affairs.

Late 4th European Regiment.—Captain R. H. Dyas, attached to 20th Native Infantry, to Bombay, for one month, from date of departure from regiment, to appear before a medical board.

Late 66th Native Infantry.—Major R. B. Hill, (officiating 2nd in Command and Squadron Officer 1st Bengal Cavalry,) to Bombay, from the 15th March to the 15th April, to appear before a medical board.

Late 74th Native Infantry.—Major R. W. Elton, doing general duty at Lucknow, to the hills north of Deyrah, from the 15th April to the 15th October, under the Rules of 1868.

Head Quarters, Calcutta, 29th March 1870.

106th Foot.—Ensign George Richard Pooley to be Lieutenant, vice Jamieson, appointed a probationer for the Staff Corps. Dated 13th March 1870.

Darjeeling Convalescent Depot.—Major H. de R. Pigott, 2nd Battalion 19th Foot, to be Commandant, vice Baring, 107th Foot, who is proceeding to England. Dated 24th March 1870.

29th Native Infantry.—Major H. E. Quin, Staff Corps, to officiate as 2nd in Command, during the absence of Major Wemyss. Dated 25th March 1870.

With the sanction of Government, the leave granted to Major R. Baring and Lieutenant J. Biddulph, of the 19th Hussars, by G. O. C. C. 15th February 1870, is extended to date of embarkation at Bombay.

Major F. N. Miles, Staff Corps, lately employed as District Superintendent of Police in Bengal, is posted to Dinapore for general duty.

Captain (Local Major) J. McK. Macintyre, 25th Brigade, having been promoted to Lieutenant-Colonel in the 17th Brigade, Royal Artillery, is, under instructions from the Horse Guards, directed to proceed to England.

Surgeon Major G. R. Playfair, M.D., in medical charge of the 1st Native Infantry, is appointed to officiate in medical charge of the 4th Gourkha Regiment, during the absence of Surgeon Major J. B. S. Bean on general leave.

The services of Lieutenant J. T. Whish, Staff Corps, lately employed in the Public Works Department, having been placed at the disposal of the Commander-in-Chief, he was attached temporarily for duty to the Presidency Division.

Lieutenant J. T. Whish, Staff Corps, doing duty in the Presidency Division, is posted to the 44th Native Infantry for duty.

Lieutenant T. E. Vorner, 87th Foot, Quartermaster 8th Native Infantry on probation, having failed to pass his examination for admission to the Staff Corps, is directed to rejoin his own regiment, the 87th Foot.

Official notification has been received of the undermentioned officers having, on their recent promotion or appointment, been posted to the battalions of their regiments specified :—

11th Foot.—Lieutenant G. C. K. Baldwin, 1st battalion.
Lieutenant G. D. Stawell, 2nd battalion.
Ensign W. S. Jackson, 1st battalion.
Ensign G. W. R. Gordon, 1st battalion.
Ensign W. P. Noon, 2nd battalion.

The appointment of Assistant Surgeon R. deB. Riordan, 30th Foot, to the medical charge of the station prison at Sealkote, confirmed in G. O. C. C. 12th August last, p. 339, will have effect from the 20th November, and not the 24th December 1868 as notified therein.

The undermentioned officers have leave of absence :—

14th Foot (1st Battalion.)—Lieutenant R. S. Lemon, Instructor of Musketry, to Cashmere, from the 15th April to the 30th September, on private affairs.

25th Foot (2nd Battalion.)—Captain W. H. Henzell, to Cashmere, from the 15th April to the 15th October, on private affairs.

Ensign F. Welch, to Cashmere, from the 15th April to the 15th October, on private affairs.

88th Foot.—Captain D. G. Anderson, to Cashmere, from the 15th April to the 15th October, on private affairs.

Lieutenant and Local Captain J. Fringle, to Cashmere, from the 15th April to the 15th October, on private affairs

Lieutenant H. M. Saunders, to Cashmere, from the 15th April to the 15th October, on private affairs.

Lieutenant J. L. J. Gordon, to England, per troop ship, from date of embarkation, to appear before a medical board.

60th Rifles (2nd Battalion)—Captain M. Tilford, to Bombay, for one month, from date of leaving regiment, to appear before a medical board.

85th Foot.—Surgeon W. Skeen, M.D., to Abbottabad (and Cashmere, from the 20th April to the 20th August, on private affairs.

104th Foot.—Major C. Clark, to Cashmere, from the 15th April to the 15th October, on private affairs.

Captain R. C. Richardson, to Cashmere, from the 15th April to the 15th October, on private affairs.

Lieutenant P. Alcock, to Cashmere, from the 15th April to the 15th October, on private affairs.

Lieutenant H. J. Woodward, (Instructor of Musketry, to Cashmere, from the 15th April to the 1st October, on private affairs.

Lieutenant J. Congdon, A Battery 16th Brigade, to the Neilgherry Hills, from the 15th April to the 15th October, on private affairs.

106th Foot.—Captain E. G. Peyton, to Bombay, from the 23rd March to the 22nd April, on medical certificate, to appear before a medical board.

Assistant Surgeon W. Fiollitt, to Cashmere, from the 15th April to the 14th July, on private affairs.

Staff Corps.—Captain B Cracroft, 3rd Squadron Officer 3rd Bengal Cavalry, to Cashmere, on private affairs, from the 15th April to the 15th October, under the rules of 1868.

Lieutenant J. W. A. Michell, Adjutant 12th Native Infantry, to Cashmere and hills north of Deyrah, on private affairs, from the 15th April to the 15th October, under the rules of 1868.

Latp 2nd European Light Cavalry.—Captain G. C. Jackson, 2nd Squadron Officer 12th Bengal Cavalry, for 30 days, from date of availing himself of it, preparatory to embarkation on furlough to Europe, on private affairs.

SHIPPING.

DAILY FREIGHT REPORT—15TH APRIL.

London...	Cotton	£1 5s. 0d. Weight or measurement ton
	Cases	£2 0s. 0d. to £2 5s. 0d.
	Seeds	£1 0s. 0d.
Liverpool	Iron Ships Cotton	£1 5s. 0d. to £1 10s. 0d. "
	Wooden Ships "	£1 0s. 0d. to £1 5s. 0d. "
	Myrabolms & Coir bills	£0 17s. 6d. to £1 0s. 0d.
	Seeds	£0 7s. 6d. to £0 12s. 6d.
Havre.....	Cotton	£1 7s. 6d. to £1 10s. 0d.
	Coffee	Nominal
Overland ...	Steamers	£3 0s. 0d. to £3 5s. 0d.
Liverpool via Suez Canal		£2 7s. 6d. to £2 15s. 0d.
China	Steamer Cotton	Rs. 9 to 10 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal
Calcutta ...	Salt	Rs. 3 0 0 to 4 0 0 per ton.
alcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges
Mauritius		8 annas per bag nominal.

ARRIVALS.

April.	Vessel.	Commander.	From.
15	The Douglas	Payne	Calcutta, March 8.
	Gladstone	Bowles	Newport, Nov. 19.
	Milbanke	Harvey	Calcutta, March 3.
	Tapteo (s)	D'Costa	Cutch, April 12.
	Himalaya (s)	Atkinson	Calcutta, March 22,

DEPARTURES.

April.	Vessel.	Commander.	Destination.
15	Bywell Castle (s)	Crawford	Liverpool.
	Milbanke	Smith	Liverpool.
	Phlox (s)	Baker	Coast and Gos.
	Calypso	Johnson	Kurrachee.
	Agusia	Santos	Hongkong.
	H. M. S. Jumna	Picard	Suez.

THE HOOGHLY.

ARRIVAL.

April 11 Waterloo.....Salmon .....Bombay, Feb 22.

MADRAS.

ARRIVAL.

April 9 Cashmere (s).....Lewis.....Bombay

DEPARTURES.

April 9 Vanguard ..... —— .....London
Godavery (P S)..... —— .....Galle
Moultan (s) ..... —— .....Calcutta

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mail, per P. and O. Co.'s steam packets having been appointed to leave Bombay on every SUNDAY morning in future, commencing from 3rd April 1870, the following alterations in the closing hours of the Overland Mail will have effect from the same date :—

The Mails will close at the General Post Office at 7 P.M. on every Saturday.

The after-packet will remain open till 6 A.M. on Sunday, for the reception of letters on which the usual fee of 8 annas is prepaid by stamp in addition to the postage.

Registered letters will be received up to 4 P.M. on Saturday.

The latest hour for posting Overland covers at the several branch post offices will be 5 P.M.

DESPATCH OF MAILS FROM BOMBAY.

MAILS.	Date of Departure.	Mail closes	After packet.
Overland Mail	Apr. 17th.	2 P.M.	3 P.M.
China Mail	Apr. 28th.	9 A.M.	10 A.M.
Ceylon	"	"	"
Penang	"	"	"
Singapore	"	"	"
Hongkong	"	"	"
Australian Colonies	May 12th.	"	"
Kurrachee	Every Mon.	Noon.	Noon.
Muscat	"	"	"
Persian Gulf	"	"	"
Bagdad	"	"	"
Malabar Coast and Calcutta	9th and 15th	...	...

DESPATCH OF INLAND MAILS TO BOMBAY.

Revised Table of the hours for closing the Inland Mails on and after the 1st April 1870, and until further notice.

MAILS.	Latest hours for posting		
	At General Post Office.		At Branch Post Offices.
	Ordinary Letters & Papers.	After Packet Letters.	
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wasind, Kussara, Egutpoora, Nasick, Munmar, Nandgaum, Chalisgaum ; and those from Bhosaul to Jubbulpore.	11 A.M.	12 NOON.	10 A.M.
For the following Post Towns on the N. E. Line of the G. I. P. Railway—Shapore, Khurdee, Doolalee, Niphar, Vinchoor (Lasulgaum), Pachora, Mhylee, Mussawul, Julgaum ; and those on the Branch Line from Bhosawul to Nagpore	7-30 A.M.	.....	{5 P.M. previous day.
For the Post Towns on the S. E. Line of the G. I. P. Railway, for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Seroor	12 NOON.	1 P.M.	11 A.M.
ceditto on the S. E. Line of the G. I. P. Railway, as far as Poona	8 A.M.	.....	{5 P.M. previous day.
For ditto on the B. B. and C. I. Railway, for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	3-30 A.M.	4-30 A.M.	{5 P.M. previous day.
For ditto in Southern Concan, viz., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnagherry	6 A.M.	.....	{5 P.M. previous day.

Registered letters and banghy parcels for despatch by all mails, will be received except on Sundays, from 10 A.M. to 4 P.M.

NOTICE.—Considering the importance of the Question of WIDOW RE-MARRIAGE, and the desirability of acquiring knowledge more precise than is now possessed by the public, we offer a

PRIZE of Rs. 50 for an ESSAY

containing a full and true account of the social status, condition, style of living, and daily habits of Widow Girls among the middle and superior classes of Guzerati and Marathi speaking Hindoos.

The length of the paper need not exceed two columns of the *Bombay Gazette*. The Competitors must be Hindoos. They should send in their manuscript, sealed, to this office within one month. The writer's name must be stated, but will not be published unless desired.

Bombay, 15th April, 1870.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE [ANNOUNCEMENT MUST, BE AUTHENTICATED.]

BENGAL.

BIRTH.

PELLEW—April 8th, at Hooghly, Mrs. Fleetwood H. Pellew, of a child, still-born.
MACLEOD—April 2nd, at No. 1, Dalhousie Street, the wife of Mr. G. W. Macleod, of a son.
BERKELEY—April 11th, at Calcutta, the wife of L. Berkeley, Esq., of a daughter.
HARRISS—April 11th, at 19, Theatre Road, Calcutta, the wife of A. E. Harriss, Esq., Solicitor, of a son.

MADRAS.

MARRIAGE.

ST. HILL—LOUDON—April 9th, at St. George's Cathedral, Madras, by the Right Rev the Lord Bishop of Madras, assisted by the Rev. G. Warlow, Major W. H. St. Hill, A. D. C. to His Excellency the Commander-in-Chief, to Elizabeth Harriet, eldest daughter of Lieutenant-Colonel Loudon, Deputy Commissary General.

NORTH-WEST PROVINCES, &c.

BIRTH.

COGHLAN—April 10th, at Lucknow, the wife of Lieutenant Howard Coghlan, 21st Hussars, of a son.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All communications respecting advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette

SATURDAY, APRIL 16, 1870.

As the case of General Gordon is still *sub-judice*, it would neither be wise nor becoming to express an opinion upon it, further than we can help ; but, in connexion with it, there is a matter that calls for explanation, and it is of this that we would now speak.

If reference be made to the Bombay Army List for the first quarter of the current year, it will be seen that Major Pottinger's appointment to the Quartermaster-General's Department is dated August 28th, 1867, and he there ranks *above* Captain Sexton, whose posting is dated Sept. 28, 1867. In the Army List for the second quarter the relative position of these officers has been reversed. Captain Sexton's date of appointment has been retained, but Major Pottinger's has been altered to June 28, 1868—thus making him junior to the officer to whom, by the previous Army List, he was shown to be senior. Now, as Major Pottinger was appointed by Lord Napier—at whose special request his Abyssinian time was allowed to count towards his departmental standing—we may safely leave *this* case in his Lordship's hands ; but as these Army Lists profess to be "*compiled by permission of Government in the Adjutant-General's Office, Head Quarters*," Colonel Kirby will, of course, be able to say upon whose authority this readjustment of rank has been effected, and why it reaches the army through the obscure, though official, medium of a quarterly army list, and not through the "General Orders by the Commander-in-Chief." Bearing in mind that in the interval between the issue of these quarterly army lists Major Pottinger was summarily *removed* from the Poona Division of the army, we cannot but look upon the readjustment as the effect of the removal ; and we would ask Colonel Kirby, for his own sake, to afford some solution of this *minor mystery*. If it was not, as we assume it to have been, the result of an oversight, what officer in the Bombay Army can consider himself safe ?

THE closing remarks of Lord Mayo's speech in the so-called budget debate are calculated to augment those feelings of apprehension with which the public regard the present financial policy of the Indian Government. Those remarks refer to the principles on which future budgets should be based, and to the increasing cry for the decentralization of our financial administration. Before commenting on the goal towards which they point, we beg the public to notice the alarming tone of the Viceroy's allusion to the income tax. He said that he agreed with Mr. Strachey in thinking there is room for improvement in the framing of budgets. "With *that view*," he went on to say—and his remark is the perfection of a *non sequitur*—"the Council will observe that we have increased the income tax for the present year, and if it is found necessary to continue it, either in a decreased form or in its present amount only, it will involve the necessity of further legislation ; but I believe that if we ever hoped to place our Imperial finance upon a really sound and final basis, we shall have to adopt a somewhat different course to that which we have been hitherto following." Here it will be seen that the Viceroy has not made up his mind to effect such immediate reforms as would extinguish the war-rate of the income tax. On the contrary, he fondles the notion of continuing it ; he contemplates the "necessity"—fatalist always—of perpetuating it at its "present amount *only*," and the sole consolation he offers is that legislation must precede its renewal. Legislation ! the word is an euphemism for ukase, decree, ordinance, and it would be far more honest to adopt the forms with the reality of despotism, instead of acting out the farce of so-called legislation through the machinery of a delusive Legislative Council. Lord Mayo, then, wishes to perpetuate a war tax in time of peace —at all events he does not wish to repeal it. The public of India, and the public of England, ought to know what the real policy of the Viceroy is—a policy of continuous and confiscatory taxation. The knowledge of this fact should only increase the resolve of the public to frustrate and overturn, using every legitimate means, a policy so unjust to the European community.

And these alarming remarks on the income-tax throw a strong light upon the fixed idea now possessing our rulers, an idea they will strive to realize should they attempt to carry out the decentralization of finance. That idea is simply and solely to "get money" and spend it. They desire to import such principles into the system of finance as will enable them *to increase taxation*. Mark that. The object of this Government is to lay heavier burdens on the community. That is the sum and substance of their policy. Lord Mayo states it nakedly enough. "Every man," he says, "must be aware of the great insufficiency of provision that is made in India for the great objects of education—for providing internal communication, for sanitation, and for all those civil buildings which are necessary for the decent administration of justice, and for many public purposes. Everybody must be aware of this—and that if it is attempted to carry out all these great objects, *increased taxation is necessary*, and I believe that increased taxation would be much more palatable if it were levied under the control and sanction of local authorities, and that by daily witnessing it the people who pay it should be made sensible of the benefits they derive from such taxation." He looks forward to an era of increased taxation —nay he has inaugurated that era—he has begun the work of piling up imposts ; and all he is solicitous about is that the dose may be made "palatable"! Here we have a clear line of action shadowed out. The Government of India is to levy and retain for its own purposes the present crushing taxation ; the business of providing for many public wants is to be transferred from the Supreme to the Local Governments, and to these is to be accorded the privilege of raising local taxation on the back of the imperial exactions ! A pretty prospect. The people of India, as well as the Europeans, have to contemplate fresh inroads on their earnings, and their profits, and their property. And for what ? That the Supreme Government may pay for such public works as it may deem "necessary ;" that Lord Mayo may realize his dream, and be the Haussmann of India !

Now, far from increasing taxation, the object of a politic Government should be to keep it as low as possible ; far from allowing expenditure to be the measure of taxation, a wise Government would make taxation the measure of expenditure ; far from seeking only to get money anyhow, a just Government would jealously watch the incidence of taxation, and above all refrain from levying an impost which stinks of confiscation. But this Government is demonstrably not politic, nor wise, nor just. Carried away by the cant of the hour, it is trying to do the work of ten years in one, and the work of half a century during a Vice-regal term. Everybody knows that insufficient provision is made, says Lord Mayo, for this and that. Insufficient compared with what standard ? Moreover, is there a country in the world of which the same commonplace might not be uttered ? Has any Government existing made sufficient provision for what philanthropists call its wants ? Not one. Lord Mayo would never dream of talking in England as he talks in India. But here he is a sort of despot, and may ride what hobby he likes, and at everybody's expense. His hobby now is that tricksy sprite Expenditure, and we may be sure that, tax us as he pleases—and he looks forward with delight to increased taxation—his hobby will again throw him into the ditch, Deficit, and we shall have to pay the cost of dragging him out of the mire. Depend upon it he will emerge smiling, bow gracefully, give a series of dinners and balls, and then blandly say, "Gentlemen, you see the 'necessity' of the case—you must oblige me by adding another one per cent. to the income-tax—that is supposing 'in the middle of the year' I do not find that two are wanted." What else can we expect from a ruler who has made himself the Apostle of Expenditure ?

The last appointment of a Governor General on purely party principles was the appointment of Lord Auckland ; for although Lord Ellenborough and Lord Hardinge were Tories, they were not selected because they were Tories. Lord Auckland was chosen because he was a Whig. His name is for ever identified with bad policy and military disaster. Lord Mayo was pitched upon solely because he was a Tory—a devoted follower of Mr. Disraeli. India was given to him as a reward for unswerving partizanship. He is well on the way to make *his* name synonymous with Government Regardless of Expense !

LIEUTENANT-COLONEL R. D. ARDAGH, Commissioner of the Pegu Division, will officiate as Chief Commissioner of British Burmah, during the absence of Major-General A. Fytche, C.S.I., or until further orders.

HIS EXCELLENCY THE VICEROY, accompanied by Major the Hon'ble E. R. Bourke, military secretary, and Captains Lockwood and Lascelles, A.D.C., left the Bharwari station (twenty miles north of Allahabad) for Lahore on April 12, at mid-day, by special train, after having spent a few hours in the neighbouring jungles as the guests of the Allahabad Tent Club. It is believed that Lord Mayo will subsequently go to Goojerat and Pindadun Khan, visiting the field of Chillianwalla by the way. Jhelum will probably be the next point in the Viceregal tour.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

Via Russia.

LONDON, 14TH APRIL.

Count Daru has definitively quitted the French Ministry in consequence of the refusal of the Emperor Napoleon to modify the article of the Constitution relative to the plebiscitum.

A full report has been published of the evidence of Sir Henry Rawlinson before the diplomatic committee. He dwelt upon the disadvantages, delays, and complications that resulted from the present dual system of authority relative to Persian affairs, and urged the necessity of placing their management solely under the authority of the Indian Government. He added that the Indian business regarding the Persian mission was of the greatest importance.

Keshub Chunder, the Indian religious reformer, has given a soiree, at which many distinguished men were present.

A resolution has been passed expressing welcome to and sympathy in his great work.

PASSENGERS BY THE HOMEWARD MAIL.

THE P. & O. Co.'s s.s. Candia, Captain W. Blake, will sail from Bombay to-morrow morning for Aden and Suez with the following passengers :—

For Southampton—Mrs W Walker and three children, Mrs Perreau and child, Mrs C H Reynolds and two infants, Captain and Mrs Peyton and infant, Captain and Mrs Banfield and infant, Mr Boulcott, Mrs Lee and child, a Lady and child, Dr and Mrs Raddock and five children, Mrs Henry White and child, Captain and Mrs Lane and child, Mr Thomas, Mr Foy, Lieutenant Thornhill, Mr Whyte, Captain Graves, Mr and Mrs Raymond, Mr C N Ward, Major and Mrs Baker and three children, and Captain Stevenson.

For Marseilles—Dr Walker, Mr A Levien, Dr and Mrs Style and infant, Miss De Hoghton, Captain Stirling, Mrs Graham Mayer, Mr and Mrs J W Orr and two children, Major and Mrs Wemyss, Mr William Newton, Captain Stephens, Mr and Mrs Baines, Mr Lister, Mr Pole, Mr Liantier, Mr and Mrs G Phandberg and three children, Miss Phandberg, Miss Jutting, Major Bodling, Captain and Mrs Souge and infant, Mr C A W Davies and Mr Prinsep.

For Suez—Mr Alexander Cowley, Mr and Mrs E O Bradford, Captain Horsford, Mr Tyrrell, Mr F Lehmann, Mr Groome, Mr Pratt, Mr Gerard Peel, Mr C W Prescott, and Mr Grant.

For Aden—The Sultan of Lahej and moonshee, Mr H D Doule, Mr P Leslie, and Mr. Fletcher.

REVIEW.

THE ADMINISTRATION OF INDIA from 1859 to 1868. By LTUDUS T. PRITCHARD, Barrister-at-Law. (3 vols. 8vo. pp. 700). London : Macmillan & Co. 1869.

At forcedly broken intervals we have read these two volumes with a continuous interest which is refreshingly new to us in the perusal of works of such bulky and miscellaneous contents. Mr. Pritchard begins hopefully by expressing his opinion that the following decade of Indian history will be one of more marked and rapid progress than that which he has undertaken to describe. Yet probably the first ten years of administration under the Crown—the period of recovery and amendment of the great evils which had caused the mutiny, as well as those which it had produced, must ever present features of peculiar interest such as attach to the foundation stone of a new edifice—having most important relations to all future legislation. The method of the author's treatment of this important era is in every way highly satisfactory. Alluding to the difficulty, or rather the impossibility, of English officials or travellers—ambitious of authorship—of ever obtaining a fair and correct knowledge of the true social condition of the natives—on which the history of the country must ever greatly depend, and to which all changes of administration should be directed—Mr. Pritchard truly observes :—"A native, the best informed and best educated, would no more dream of disclosing to an officer of Government his real ideas and opinions than he would of introducing him to his zenana. The Asiatic is always on his guard—always wary. His answers are well weighed : his opinions when expressed are all qualified to suit the temper, to chime in with the view of the official interrogator. This may at first sight appear strange or even incredible to the English reader accustomed to freedom of thought and independence of opinion. But that it is a true representation of an actual fact, I appeal to those few who like myself have, after passing many years in the service of Government, thrown aside their official character and continued to reside in India in a private capacity or in the pursuit of some profession which brings them necessarily into contact with native thought and feeling. To such as these the change is sudden and marked. It is as if you had worn coloured spectacles all your life, and they had been suddenly withdrawn, and you look upon the face of nature for the first time with your own eyes and without any intervening medium." Such being his standpoint ; the author has certainly the faculty and disposition to make an ample and just use of its peculiar advantages ; and he has done so in a very methodical manner. The first volume contains the history of India narrated in the order of time from the beginning of 1859 when the army was engaged in trampling out the last embers of the rebellion till the close of 1868 when Lord Mayo arrived at Bombay. Although the book is meant to be an account and criticism of administrative acts in the latter part of Lord Canning's career, and the whole of those of Lord Elgin and Sir John Lawrence, we find in it a most ample and lucid history of the country at large with interspersed chapters and paragraphs at frequent intervals whichdeal with such important historical elements as the physical features of various provinces, natural products, trade, means of communication, and the characteristics of the occupant tribes. These are written with an evidently extensive personal knowledge of Indian affairs and with undoubted fairness and penetration. To means of personal information on the subjects narrated and discussed the author has added conspicuous, industry in the consultation and use of a vast number of newspapers and all sorts of official and parliamentary reports. As a reward of peaceful, social and commercial progress, the first volume is not encumbered with an account of the Bhotan war or Umbeyla campaign which occupy the first two chapters of the second volume. The latter of these, the narratives of the Umbeyla and Black Mountain campaigns in 1863—1868 are admittedly founded on the letters of Dr. Sylvester of the Bombay Medical Service and Deputy Inspector General Morton of Bengal, who were eye-witnesses of the respective scenes they have described. The headings of the remaining chapters of the work are :—Education, Social Progress, History of Legislation (2 chaps.), Finance (2 chaps.), the Indian Army, and Hygiene and Sanitation—the the last chiefly contributed by an eminent medical officer, and the names of all being sufficiently indicative of the completeness with which Mr. Pritchard has invested his work. In this part of the work the history and present statistics of leading public departments have been collected and digested with great clearness and ability.

The author's style is fluent and interesting, his tone liberal and just. From such a book it would be easy to make extracts. In the present case we think such a step to be altogether unnecessary. It is a work—one of the very few such—which every Englishman in India ought at once to add to his Library. The recent history and condition of India—their relations to the immediate past and to the immediate future, and that in all departments civil, military, legal and commercial—have been described in a manner which great legal knowledge, personal experience, indefatigable industry and a sound judgment could alone attain.

TELEGRAPH LINE REPORTS.

KURRACHEE, 15TH, 8-50 P.M.—Latest dates from England via Turkey 14th April 3-11 P.M., via Russia service 14th April 11-25 A.M., private 14th April 7-25 P.M., Europe via Turkey 14th April 9-45 A.M., via Russia 14th April 6-55 P.M. Cable right to Fao ; Turkish line right to Pera ; Persian line interrupted beyond Taurus.

BOMBAY GOVERNMENT TELEGRAPH OFFICE.—14TH APRIL, 8 P.M.

Latest dates from United Kingdom—

Via Turkey, 14th April, 1-50 P.M., Greenwich time. Time in transit 25 hours 2 minutes.

Via Russia, 14th April, 6-10 P.M., Greenwich time. Time in transit 4 hours 53 minutes.

Via Red Sea, 14th April, 10 P.M., Greenwich time. Time in transit 1 hour 57 minutes.

Latest dates from Continent of Europe—

Via Red Sea, 14th April, 7-10 P.M., Greenwich time. Time in transit 4 hours 30 minutes.

THE COTTON CROP.

APPENDED is the weekly report of the Mofussil Press and Ginning Company, (Limited, dated 16th April 1870.

I have received the following reports from the agents of the different factories belonging to this company :—

Wurdah (Hingunghat), 13th.—Owing to the Mohurum festival, business since the day before yesterday has been slack. The weather during the past week has been all that could be desired, and supplies are increasing, the average now being about 75 bojas per day. The general quality is very fair. Prices have advanced during the last few days, and may be quoted at Rs. 324, with an upward tendency. "Bussaut" contracts at ten months delivery are now being made at Rs. 321.

Oomrawuttee, 13th.—During the past week the weather has cleared up, and the rain seems to have gone at last. The hot weather has set in, and we have the hot winds daily with some force already. Our market keeps well supplied with very fair cotton, about 200 candies a day ; indeed our supplies are better than they have been all the season through. It is expected that this large supply will continue another fortnight when it will gradually drop off. The season, however, is expected to last another month.

Khangaum, 13th.—Since I last wrote, the weather has been very seasonable for the crops. The supplies have exceeded those of any previous week this season, the daily average being over 1,000 bojas. The quality is much the same as before, but the lowest cottons appear to be less plentiful. Prices are well maintained, and have advanced fully Rs. 10 a candy the last few days. The cotton agents, who have hitherto been far the larger buyers, have latterly had to give way to the native dealers, who always spoil the market when it is rising.

Sheagaum, 13th.—During the past week we have had dry and more settled weather with intense heat during the day. The receipts for the week have been slightly in excess of last week's arrivals, upwards of 1,200 bojas having reached for sale. Prices have daily increased, and to-day's rates show an equivalent of about Rs. 302 per candy. From enquiries, I am informed that not over 3,000 bojas remain to come into this market from the surrounding districts.

Akote, 13th.—The telegraphic advices received during the week caused great excitement here, and prices were rapidly forced up from Rs. 288 to Rs. 302 per candy. To-day, however, the market is easier at a decline of about Rs. 3. Supplies have exceeded those of any preceding week during the season, and the cotton has been good and regular in quality. Considerable sales of "Akote" have been made in Bombay, the total of such sales would probably be found to be larger than the whole production of this district. To date about 10,000 candies have been despatched from here, of which more than one-third has gone direct to exporters, leaving available for sale on the "Green" not more than 6,000 to 6,500 candies ; of this quantity a moiety was "black leaf" and inferior. Doubtless a good deal of cotton that should have come to this market has been diverted to Oomrawuttee, and properly forwarded from thence as "Akote." On

propose to divert any part of the cotton fees to pay the said measurers." The only real objection to the plan suggested in the minutes which had been circulated was that the proposal which had been made to get Government to allow them the cotton inspectors for this purpose would be accepting that charge which they all, he thought, agreed in considering exceedingly objectionable, and a charge which they all, he imagined, wished to have removed, and to endorse which by their own free will in the way proposed in at least two of the minutes seemed to him exceedingly undesirable. He would propose that in the constitution of the committee it should be made a provision that they should not in any way propose to accept those fees as payment for their measurers.

Mr. A. Grant thought that before committing themselves to any resolution, it would be desirable to have the remarks the committee of the Chamber upon the minute which had been written on the proposal made by Mr. Campbell. He thought it would be more courteous to their committee, as well as better to themselves, if the motion was made in this form : " That the Chamber respectfully requests the committee to hurry on the deliverance of their opinion on the minutes which have been written on this important subject."

The Chairman said the committee had carefully considered the matter, but had not been able to come to any unanimous opinion. In fact, three proposals had been made all utterly different in principle, and each one of them had supporters in the committee, and it was because the committee could not unanimously recommend any of these plans that the matter had been brought before the meeting to-day.

Mr. C. Macdonald made a few remarks in support of his minute suggesting that there should be arbitrators or paid inspectors. It had been said that that system would be cumbrous and not easily applied, but his impression in proposing that was that disputes did not often occur as regarded the measurement of the bales, and that disputes would much more rarely occur if both parties knew that the disputes would be settled early by bringing two merchants or one of the authorized measurers, who, he presumed, being the ordinary surveyors of ships, would be in the harbour and could be easily called. Any expense would fall upon the parties concerned, or upon the party in fault, and, if his plan would serve the purpose, it was preferable to a plan which would form a new department of measurer, or anything on the kind, which in Bombay very rarely worked to the satisfaction of the parties concerned.

Mr. Bickerdike thought this was as favourable an opportunity of settling the matter as far as they could have, and that no delay would tend to bring it before them in a better state than that in which it now was. The schemes in the minutes which had been circulated appeared, he remarked, to be divided into three. Mr. Macdonald's, which was one of them, was that of measuring on board the ship, as was done at present, and going in cases of dispute to those persons appointed to settle such disputes officially. In Bombay they had had very few disputes, but he thought the plan could not be worked well, because such references must always entail delays, and in these days when steamers sailed punctually at certain hours, he thought ship captains would very often take advantage of that and raise disputes when there was no ground for them. (Hear, hear.) The plan proposed by Mr. Bright was practicable but not just, for the system of measuring bales in the screws was one of which mucadams would always take advantage. They as merchants would, of course, deprecate anything in the way of underhand dealings, but still they were conscious that bribery was common achong the mucadams. Knowing this, he thought it was only their duty to advise that such a evil as well regarding the ships as the shippers ; and whilst it would, no doubt, be to the advantage of the shippers, if they could get all their cotton measured in the screws, it would be otherwise to the ships. The plan proposed by Messrs. Peel, Cassels and Co. was, to his mind, the best that had been brought forward. It was, he believed, the custom at Liverpool to measure on the bunder before putting the cotton on board. Certainly ships there could lie alongside the quays, but the distance at which the ships lay from the bunder in Bombay was not great, and a great deal of time would be saved by measuring on the bunder instead of on board ship, and he thought steamers could not object to it. Therefore he supported the motion proposed by Mr. Christian and seconded by Mr. Kittredge as being the only practicable and just plan that had been brought forward.

Mr. Bythell said he was very glad indeed to see that the meeting was inclined to bring this matter to an issue that day. He thought they had had as many discussions on the subject as were necessary, and now he would certainly support Mr. Christian's motion that public measurers should be appointed, for he was of opinion that that was the only real solution of the difficulty. He had felt ashamed many a time at the present arrangements, and thought they were a disgrace to the port, for every one knew that the dubash boys and mucadams bribed the crews and swindled the ship.

Mr. Kittredge—Or the ship-owner ?

Mr. Bythell—Well, I mean the same. It was well known, Mr. Bythell proceeded to say, that the mucadams and Parsees would keep bales in the press for measurement by the captain, and then when he left, bales were turned out much larger. There was no doubt the ships were often swindled, and he certainly thought that if the members of the committee all gave due attention to the subject, they could not but approve Mr. Christian's proposal as the only way in which justice could be done to the ship and the shipper. Mr. Macdonald's suggestion seemed to him totally impracticable for two reasons. One reason was that the captain would always be safe to appeal to the surveyors. Suppose a bale was sent alongside on a Saturday and the captain refusal to take it on board. Well, the surveyor could not be got till Monday, and by that time the bales would have sprung, and so the captain would be found in the right and always be sure the shipper would have to pay the survey fee. Another thing was, that the cotton, was often, for the convenience in, kept alongside for a day or two, and the shipper had to make himself disagreeable before he could get that taken into consideration. He had known cotton taken off on Saturday and not shipped till Wednesday or Thursday, but in spite of that they had to make allowance for. Decidedly unpleasant before allowance was made for that. His firm had had instances this season where after they had complained of the delay, no notice was taken for two or three days, and then the captain had come and asked them to proceed to measure the bales, to which answer of course was that it was of no use measuring now, as they knew the bales were larger than when they were taken to the ship. Thus they were always quarrelling and losing time, whereas Mr. Christian's scheme would put down the present system of swindling the ship, and remove the unpleasantness the shipper had to endure. In cases of steamers the difficulties would be obviated entirely.

Mr. Kittredge requested to be allowed to say a few more words. Mr. Macdonald's scheme, he thought, was on paper one of the best schemes they could have ; but it would be absolutely impossible to carry it out. How could they manage to carry it out in taking in 3,500 bales in twenty-six hours ? Another important consideration was that the scheme now proposed would stop all bribery by the natives to the officers of the ships. Really, he thought, there was nothing done here without bribery : if the measurement was on shore they would bribe, and they would bribe on the steamers also.

Mr. Clay—Could not they bribe your surveyors ?

Mr. Kittredge—You could have your own men there.

Mr. Christian—And we must have surveyors of respectability.

The Chairman then put the resolution to the meeting, and it was unanimously agreed to in the following shape :—" That a committee of three be appointed to prepare and lay before the Chamber a plan for the employment of public measurers of cotton and other goods on the bunders before shipment."

On the motion of Mr. Lord, of Lyon and Co., seconded by Mr. Pollock, it was agreed that the committee should be composed of Mr. W. Christian, Mr. Hamilton Maxwell, and Mr. E. A. Kittredge.

RAILWAY CHARGES.

Mr. Kittredge said he had given notice of a motion respecting the charges on the G. I. P. Railway, the difference between the rates of the East Indian line and the G. I. P. Railway, which would draw all the Central Indian traffic to Calcutta instead of allowing it to come to Bombay ; and also with regard to the comparatively high rates charged for full-pressed over half-pressed cotton. He understood both of these subjects had been before the committee already, and he would just ask what had been done, as the knowledge of that would perhaps obviate the necessity of his making any motion on the matter.

The Chairman said the question of the high rates on the G. I. P. line had been taken up by the committee in February last, and a letter was written to the railway authorities protesting against them, and recommending that they should be put on the same footing as those of the East Indian and other lines. They had had no official answer yet to this letter, but from a demi-official source they had heard it was under consideration now. Mr. Taylor would read the letters he had spoken of.

Mr. James Taylor then read the letter sent by the committee to the agent of the G. I. P. Railway. The letter was dated 16th February, and called attention to the very high tariff of rates for the conveyance of piece-goods and cotton on the G. I. P. Railway, as compared with the rates charged by the East India Railway Company ; and a memorandum was annexed, prepared from the rate tables of the two companies, which it was believed would be found sufficiently accurate, and from which it appeared that the rates charged for piece-goods by the G. I. P. Railway were more than three times higher per ton per mile than the rates for the same description of goods on the East Indian line. The letter pointed out that the enormous disproportion between the rates of the two companies was, as regarded the G. I. P. line really prohibitory, for it was impossible that the merchants of Bombay should be able to compete on anything like fair terms with those of Calcutta for a share of the trade of Central India and the North-West Provinces when the mere difference in the matter of railway carriage alone, even were other things equal, gave to Calcutta such an immense advantage. The near prospect of the opening of the G. I. P. Railway to Jubbulpore, it was remarked, bringing as it did Bombay into connection with the North-West Provinces, made this question of rates one of the first importance to the trade of this place, and the secretary was directed to express the hopes of the committee that the agent of the G. I. P. Railway would be so good as to give the matter his earnest convenience with a view to the assimilation of his rules to those of the East Indian lines. The opinion of the committee was that the interests of Bombay and of the G. I. P. Railway Company were identical in this matter were virtually one, and that reasonably low and fair rates of carriage which would largely extend the trade of Bombay would be also certain to increase the traffic, and consequently the income of the G. I. P. Railway Company. To that letter, Mr. Taylor received a note from Mr. LeMesurier on the 4th inst., assuring him that his official letter as to rates for piece-goods would have the best attention of the railway authorities. During the previous three weeks Mr. Conder had been twice at Jubbulpore, where he was when the letter was written, for the purpose of arranging details of through booking arrangements with the East Indian Railway authorities. The question of an equalization of rates was intimately connected with through traffic, and on Mr. Conder's return Mr. LeMesurier hoped to be in a position to reply satisfactorily to the Chamber's letter : and in the meantime he quite endorsed the opinion that the interests of the merchants of Bombay and of the G. I. P. Railway were in this matter one and the same.

The Chairman said he thought that for the present they should rest content with that, for now that the railway company saw it to be to their own interest to reduce their rates, he had no doubt their wishes would be acceded to in this matter. With regard to the high rates for half-pressed cotton, the committee had also had that subject under consideration, but they looked upon it as secondary to the main question of rates on the G. I. P. line, and thought it might be left over till the whole question was considered. With reference to that a petition had been put into his hands that morning with a request that he should bring it forward to-day in the hope that the Chamber might forward it to Government. The petition had been signed by all the native merchants of Bombay, and their idea was that it would give it additional weight if it were forwarded through the Chamber as a medium.

Several gentlemen said they had not seen the petition, and the Chairman said that that being so he could not ask them to accede to the petitioners' wish.

Mr. Kittredge said it was rather discouraging to have two months pass without getting an answer to this letter, but he had no doubt the time of the agent and other officers of the railway had been very much occupied of late with the opening of the line and other things, and he thought they might leave the matter to the committee, and to the G. I. P. Railway Company to reduce their rates so as to correspond with those of the East Indian Railway. With regard to the rates for cotton, he did not think that was a subject which should have to wait for the settlement of any other question. After some further remarks, Mr. Kittredge proposed—" That in the opinion of this Chamber the rates of railway freight on half-pressed and full-pressed cotton should be equalized so far as the interest of the railway will permit, leaving the trade itself to determine the advantage or otherwise of pressing upcountry."

Mr. Bythell seconded the resolution, which was carried unanimously.

The Chairman said that motion endorsed the petition before him.

Mr. Kittredge said there were a number of figures in that petition to which he should not like to put his name, and it was agreed that the Chamber should do nothing with the petition.

The meeting then adjourned.

THE GRAND COUNCIL AT POONA ON WIDOW MARRIAGE.

(Indu Prakash).

THE great discussion at Poona as to whether Widow Marriage is allowed by Hindu law is over. The orthodox party has sounded the note of victory, and well may it revel for a moment in its boasted triumph. But when the facts connected with it are known, it is doubtful whether even those who are opposed against the reform will have cause for congratulation and will call it a triumph at all ; at any rate, the friends of reform will, instead of allowing their spirits to damp, catch new courage from the internal consciousness that the trial has intrinsically proved the soundness of their position. The whole discussion exists in writing under the signatures of the opposite disputants and will very soon be published to the world that it may judge for itself on whose side the truth lies. The whole and sole triumph of the orthodox party consists in winning over to its side one of the five adjudicators nominated by the Widow Marriage party. But then, mark how this was accomplished, what breach of faith and sacrifice of truth were perpetrated ! The Pope Shankaracharya had given a solemn writing, duly signed and sealed to the Widow Marriage party that he would observe the strictest neutrality and would not suppress truth. But when does he do so actually ? Unless, we are grieved to learn from unimpeachable sources, the whole weight of his influence, position, and authority in tampering with the adjudicators. He feels no compunction in summoning in his presence even the partisans of Mr Krishna Shastri Chiplonkar's position and views, plainly lets them know what he was bent upon putting down the movement, and that he looks to them for the preservation of " time-honoured religion." But to the gentleman who actually deserted, he is not satisfied with giving this general advice, hint, or warning. He happens to be an old man of seventy, totally unacquainted with English, and occupying a first rank among the old and respectable leadears of society. Him he fixes upon as the proper prey. He summons him in his presence, declares to him his will, exhorts him not to subvert " time-honoured religion," and insists upon his voting that Widow Marriage was not warranted by the Shastra. The man was overawed by the situation, and urges that he is on oath to declare the truth ; but he is told that when " time-honoured religion" is at stake, a lie may be told, quoting the authority of the great Dharma Raja, the eldest of the Pandavs, who gave an equivocal answer when asked by Drona about the death of his son. At last the old man is made to swear upon His Holiness' feet that he would declare Widow Marriage to be against the Shastra. All this does not reduce the criminality of the man who consented to violate his oath, but it shows the nature of the neutrality that the Acharya observed. One can imagine the contesting parties using all their might to secure success, but the acknowledged head of religion, who had solemnly pledged himself to observe strict neutrality, should certainly have acted up to his pledge. Whether the person who deserted did so from conscientious motives may be judged from the fact that he was subsequently presented by the same time brought to Mr. Vishnu Shastri Pandit's notice the authorities from Mahabharat showing that in Kaliyuga proper has not yet commenced and that consequently the prohibitions against Widow Marriage in Kaliyuga have yet, according to the Shastra, no place. This position has not been refuted in the discussion. If left to himself the man would have at least spoken something about the point specially discovered by himself. His desertion therefore cannot but be looked upon as the result of pressure, and his real vote must consequently be regarded to be in favour of Widow Marriage. As for the votes of the adjudicators the opposite party, it must be mentioned here that one of them had publicly and seriously declared in the course of the discussion itself that he sat there with his colleagues not to sift the truth but by all possible means to defeat Vishnu Shastri. After this open declaration, the public may judge what weight to attach to their votes as indicative of truth.

The true view of the whole affair is for the public not to deceive itself by regarding Shankaracharya as having had occupied a neutral position. He had prejudged the case already, by declaring Widow Marriage to be against the Shastra and excommunicating its promoters before convening a meeting of any kind whatever. The present one he convened, when the voice of protesters against his act became too strong to be indifferently heard. He came to assert his might, not to sift the truth, and in accepting his challenge Mr. Vishnu Shastri Pandit perfectly knew, as has been the case with all similar controversial Councils in the world, that the Acharya would manage somehow or other to declare the result against him. But the great gain that a new cause receives from such Councils is the ventilation they give to the subject and the opportunity they afford for really neutral minds to judge for themselves. The present discussion will accomplish this most satisfactorily as everything is in writing and in the hands of men who can throw it open to the world. We are of opinion, therefore, that the promoters of Widow Marriage have gained very much from the present discussion—they can now point out to four gentlemen who have authoritatively declared that Widow Marriage is sanctioned by Hindu law, and to those they know under what fifth to descend them, and that really his vote is on their side, so that the opposite party has no true majority whatever ; and lastly, they have got a complete authentic record of the discussion which when published to the world will enable people to judge for themselves. The Poona Council has therefore strengthened their hands in several ways, and though it may bring on also some fresh difficulties, let it be well remembered that

Freedom's battle once begun
Bequeathed by bleeding sire to son
Though baffled oft is ever won.

STORM AT CALCUTTA.

ON Saturday evening (April 9) Calcutta was visited by a storm of unusual violence. The wind blew in heavy gusts, from S. W. round to N. with torrents of rain, and frequent peals of thunder. The rain gusts were occasionally varied by a rattling shower of hail. Some damage appears to have been done in the town, but the principal force of the storm seems to have spent itself on the Howrah side of the river. The Hindoo says, that the Hurkaru, in charge of Mr. Day, the Harbour Master's Assistant, was fast to a buoy, preparatory to her being taken into the Union Dock. The squall, however, was so violent that the hawser parted, and if it had not been for the presence of mind of Mr. Day, she would have been driven on shore, and perhaps lost. As soon as the hawser snapped, he let go the anchor, and this, although it did not at once bring her up, prevented her doing more than merely touch the bank with her stern. She was got off at the next tide, and safely taken into dock.

At the Calcutta Docking Company's dock, a whirlwind of terrific force did in a few minutes damage, which Rs. 20,000 can hardly replace. Just at high water, 7 P.M., when the weather seemed moderating, there was a sudden crash, and it was seen that the main mast of the Solway lying in the dock had been literally torn out of her.

The wind seems to have entered the company's premises at the N. E. corner from the river, and to have risen at the S. E. corner from some timber sheds. At the east end of the first about forty feet of a teak shingle roof were wrenched off, and hurled into a garden 100 feet distant. The iron ties were bent, and the whole northern side of the roof lifted so that the struts fell out of their places. The second shed was served in a similar way, forty feet of its corrugated iron roof were torn off and hurled about the premises, some pieces falling, as much as 600 feet from the shed. The wind next fell on the engine house, the corrugated iron verandahs of which it either unroofed or destroyed, and then passing on it tore the main mast, 2 feet 4 inches in diameter, in two at the deck, breaking it short off by the deck. In its fall the mast smashed yards, boats, poop rails, &c. and sprung the mizen mast. Pieces of the main yard passed through the deck in to the second mate's cabin, he fortunately was not in it at the time, or he could scarcely have escaped with safety. Strange to stay on the north side of the dock, where are the splendid workshops of the company, there was nothing unusual. The wind does not appear to have gone beyond the vessel, but bending backward to the west, it tore down the verandah of the store godown, and completed its ravages by flowing out the lower, and the western leaf of the upper venetians of a window at the N. E. corner of the superintendent's house.

Sad to relate it appears to have overtaken some boats on the river ; one in which was a Mr. Young was upset, but he managed to save himself by swimming. Another had only shortly before left Armenian Ghat with 16 persons on board, 12 passengers and 4 crew. On going down to see the damage after the squall had passed, Captain W. G. Millard found the body of a young native woman on the landing steps of the ghat, but though every effort was made to revive her, they were unsuccessful. Shortly afterwards a boat was discovered near the same place, from which two other bodies, a man and a woman, were taken. Two of the crew and two of the passengers were also found alive, but of the others there was no trace. It is feared this accident is only one of several, and that many lives were lost.—*Englishman*.

A HIGH PRIEST OF THE HINDOOS.

THE native community will be glad to learn that Sunkera Acharya, guru of the Mysore territories, who has been lately travelling in various parts of the presidency, will arrive at Madras to-day (April 8). The agent of the high priest, who had come up in advance, addressed the Government a short time ago, requesting that an escort of troopers might be allowed him during his stay in Madras, and to mark his arrival and departure by the firing of guns. The Government, in their proceedings of the 17th March 1870, No. 324, declared their inability to comply with the agent's request, but directed the Commissioner of police to supply a sufficient number of constables to guard the property of the guru and his followers, and also requested the president of the Municipality to facilitate in finding a suitable encamping ground and for obtaining supplies of provisions for the guru's followers. The Commissioner of Police has granted a licence for drums and music, and allowed the following insignia to follow the guru in procession from Chamdad Pooliar Covil, on the back, the Memorial Hall, to Washermanspeatta,), to the house of one N. Vencataramanjulu Chetty. The following are the insignia, &c., 11 troopers, 100 brahmins, 100 sudras, 2 palanquins, 25 muskets, 2 swords, 10 daggers, 25 pikes, 15 cows, 10 umbrellas, and 20 horses. It is to be hoped that the guru will be quite satisfied with these honours.—*Madras Standard*.

BANK OF BOMBAY.

(Home News, Mar. 18.)

WHO is legally and equitably responsible for the causes that led to the failure of the old Bank of Bombay ? The latest answer to this question may be found in a pamphlet just published by Waterlow and Sons, on " The Alteration of the Charter and Passing of Act X. of 1863." It gives, in a few pages of plain, temperate English, a careful summary of all the known facts connected with the history of the changes imported into the Bank's charter, as revised and finally re-issued in 1863. The statement of the case thus put forward on behalf of the suffering shareholders carries all the more weight from the fact of its being almost entirely concocted from the report of Sir Charles Jackson's Commission. Every unprejudiced reader of that report must already have drawn for himself the conclusions on which the writer of the pamphlet rests the claim of the bank shareholders to compensation for losses incurred through the carelessness of the Indian Government and the misconduct of its official agents. It is evident from the most superficial knowledge of the main facts, that the shareholders have at least as strong a claim against the Indian Government as a passenger has against the railway company whose faulty arrangements have left him a cripple for life. A change in the financial policy of the Government involved the drawing up of a new Bank Charter. It was the duty of the Government and its agents in the Bank Parlour to look after the proper wording of the new charter, and to see that no clause should " creep in " which would open the door to unlimited gambling, neglect of this duty brought the Bank to speedy and inevitable ruin. " Hoc fonte derivata clades." For want of a nail the shoe was lost, and so no. Of all the six causes mentioned in the report, the fatal clause in the Bank charter stands first and most prominent. It " crept into " the Act, in violation of apology offered by the Government itself. Facts, however, prove that it was deliberately inserted by some and sanctioned by other of the Bombay officials, in spite of warnings and injunctions received from the India Office and the Supreme Government. The first draft of the Act contained a clause against Bank-lessees financing ; but the saving clauses were " deliberately" struck out by a Bank Committee, as the Commissioners themselves declare ; the proposed alterations were kept back from the shareholder at the meeting in December, 1861 ; a copy of the Bill was not supplied to the constituent of the Indian Government ; and on bringing it, in 1863, before the Bombay Legislative Council, Mr. Robertson, the financial secretary and official director, avoided all reference to the one fatal clause in his enumeration of the changes designed by the bill. Finally, the Bill itself was passed without the Bombay Council without the previous sanction of the Viceroy and Sir C. Wood. It was afterwards confirmed, however unwillingly, by the Secretary of State for India, who " abstained from interfering" with the assent already given by the Governor-General. Is it necessary to say anything more ? Is not the case, as to the whole matter, is it not clear that the Government of India is directly answerable for losses incurred through its own negligence or the mismanagement of its direct representatives ?

THE FIRST TRIAL TRIP OF THE ROAD STEAMER BETWEEN UMBALLA AND KALKA.

THE road steamer started from the Umballa Post Office on the morning of Wednesday the 6th. Mr. Crompton (the officer in charge of the experiment), together with three European drivers and some workmen (taken in case of accident), were with the train, which also carried the Director-General of the Post Office, the Executive Engineer of the District, the Superintendent of Mails, and myself, together with a number of native servants. The train consisted of two large goods waggons laden to the extent of 4½ tons, and two passenger carriages. Up to the 42nd mile (twenty-one miles) the trip was successful, for, though the engine for a considerable time persisted in " priming," thus rendering it impossible to proceed at a quick pace and involving occasional halts, everything else was satisfactory, the steering being performed with ease and perfect accuracy. Unfortunately, at the 42nd mile I left the part of the road. There are two bridges on this section over which the engine could not pass, viz., one (about four miles from Umballa) which is closed during repairs, and another (about eleven miles from Umballa), which though open to ordinary vehicles is not considered sufficiently strong for the engine. At both these cases the steam train traversed depressed side cuttings, doing it without any difficulty whatever.

My description thus far relates to the trip as far as the Gugger river (twenty-one miles from Umballa), and as an accident occurred here I shall describe the circumstances which led to it in detail. The Gugger is now bridged, and is divided into two branches about three-quarters of a mile apart. The northern branch is so small as to be hardly worth mentioning, but the bed of the south branch is about one-fifth of a mile long, and is composed of heavy sand covered by a thin coating of grass, the whole forming an unusually fine surface for road-making. The approaches to the bridge (the foundations having recently been discovered to be unsound), by the side of which a temporary depressed road-way had been prepared. Unfortunately the foundations of this road-way is a bog with a spring underneath (the spring that has undermined the foundations of the bridge). The engine sank up to her bunkers in this place, but was got out by placing some planks before her wheels, the spongy ground when relieved of her weight swelling out again. Before leaving this place arrangements were made by the Executive Engineer for having transit made more easy for the return trip, the result being that the engine and train passed the second time without hitch or delay. From this point to about the 35th mile (*i. e.* some three miles from Kalka), there seemed no difficulty, although this part of the road contained the gradients, and sharp turnings respecting which fears had often been expressed. In all these places the engine did her work with the utmost ease, but a few miles from Kalka the old difficulty of " priming" reappeared, suddenly depriving the engine of her power at a time when it was much wanted over the newly-laid metal of that section. A very slow speed and occasional halts were the result. After resting some hours at Kalka the return trip was commenced, and all went well for the first twenty-one miles or so, when again " priming" set in and this time worse than ever. Nothing we could do had any effect upon it, and the train crawled along for the rest of the way into Umballa, stopping to gain steam at any point where power was required.

The conclusion formed from the experiment is that the engine comes up to her expected mark in all the numerous difficult points specially bearing upon transit by ordinary road, but (as yet at least) gives unusual indications of a fault (that of priming) to which all new engines are believed to be more or less liable, and which in most cases disappears with continual use. We hope that it may be found possible to get rid of this difficulty. The engine will be thoroughly examined in Umballa and enquiry made among those able to give advice respecting the means and prospect of curing the unfortunate tendency to prime which this otherwise excellent engine has shown in so unusual a degree.

The Kalka road is at any time, and especially now, one of the most difficult roads to be found. It has at present considerable sections of newly-laid and unconsolidated metal ; it has two unbridged streams and three temporary cuttings by the side of old bridges, either now under repair or about to be repaired, and it has on the Kalka side some steep and short ascents and descents, with two sharp turnings, very awkwardly situated close by narrow bridges at the foot of steep descents, yet the engine has shown perfect adaptation to such work and ability to do it, the only present difficulty being her well-known fault of " priming," which we hope to overcome after a time.

W. M. LANE, Postmaster-General, Punjab.

PAPER CURRENCY AND RESERVE.

APPENDED is a statement of the amount of Government currency notes in circulation, and of the amount of coin and bullion reserve and Government securities held by the Department of Issue of Paper Currency at the end of March 1870 :—

Circles of Issue.	Currency Notes in circulation.	Silver Coin Reserve.	Reserve in Government Securities.	Total Reserve.
	Rs.	Rs.	Rs.	Rs.
Calcutta.....	3,51,79,910	1,05,51,703	1,64,00,626	3,50,45,540
Madras.....	94,03,170	28,20,953	27,28,404	55,59,270
Bombay.....	4,93,33,460	2,75,99,690	4,37,52,960	4,84,08,650
Allahabad.....	39,06,500	28,05,569	11,03,291	39,69,800
Lahore.....	24,25,430	17,68,103	7,00,037	24,68,140
Calicut.....	7,79,540	7,40,361	1,00,069	8,40,429
Trichinopoly ..	4,00,170	10,81,521	1,00,069	11,81,590
Visagapatam..	3,31,760	2,39,741	1,00,069	3,39,809
Nagpore	27,25,870	22,06,638	5,47,902	27,54,540
Kurrachee	22,07,290	26,81,364	5,00,106	31,81,470
Akola.....	9,79,780	9,79,620	.....	9,79,620
Total....	10,47,28,880	5,35,46,116	3,60,33,501	10,47,28,830

ACTING ALLOWANCES.

THE following letter from the Financial Department of the Government of India, was addressed to the Accountant-General, North-Western Provinces, and dated the 8th April 1870 :—

" I am directed to acknowledge the receipt of Deputy Accountant General Mr. Eede's letter of the 17th ultimo, submitting for orders, with reference to this Department's Resolution No. 2657 of the 23rd December last, the question whether a covenanted civil officer who returned from furlough after the 23rd November 1869 can draw, under Rule II. of the rules regarding acting allowances, 50 per cent. of the pay of the appointment in which he is officiating, in addition to the subsistence allowance of his rank. In reply, I am directed to answer this question in the affirmative. The supposition expressed in the 3rd paragraph of your letter that the two-thirds rule does not apply to cases of subsistence allowances, is correct."

The following letter was addressed to the Accountant General, Madras, and dated the 8th April 1870 :—

" I am directed to acknowledge the receipt of your letter No. 245, dated 5th March 1870, enquiring whether, in the case of an officer who has been appointed to a permanent office while holding an acting appointment, but prevented on public grounds from joining the new office, it is necessary if he proceeds on furlough that he should assume charge of that office previous to the furlough being availed of, with a view to retain his lien upon it. In reply, I am desired to say that in accordance with the principle of the ruling which has recently issued, viz., that an officer who, while acting in any appointment, is transferred to another substantive appointment, without ceasing to act, need not join his new substantive appointment in order to obtain the pay attached thereto, the Governor-General in Council is pleased to declare that such officer proceeding on leave must in all respects be dealt with as if he had joined his new substantive appointment."

RULES FOR THE COLLECTION OF THE INCOME TAX.

THE Governor-General in Council, in exercise of the powers conferred upon him by the Indian Income-tax Act (XVI. of 1870), and of all other powers enabling him in this behalf, is pleased to prescribe the following rules for the guidance of officers in matters connected with the enforcement of the said Act :—

1.—The present Act is based generally on Act IX. of 1869, and the rules issued in Notification No. 1888, dated the 24th March 1869, with the exception of paras. 8 and 24 of the last rules, the paras. prescribing forms, registers and returns shall be held, *mutatis mutandis*, applicable to the present Act. There are some important modifications and additions to which His Excellency in Council desires to draw particular attention.

2.—The rate of duty is not fixed as heretofore at a percentage of the income, but at six pies in the rupee. Half the number of rupees of income, therefore, represents the tax in annas.

3.—As the Act was not passed until after the 1st April 1870, in the majority of cases the duties leviable in April under Part II. on salaries, annuities and pensions will have been assessed at one per cent. under Part II. of Act IX. of 1869. Section 10 of the present Act provides for the deficiency between the duties at that rate and the duties at the rate of six pies in the rupee being deducted from pay annuity or pension chargeable in subsequent months. For instance, on a salary of Rs. 100 the duty at six pies in the rupee is Rs. 3-2. If only Re. 1 is deducted from the April salary, Rs. 5-4 should be deducted from the April salary.

4.—The schedule according to which assessments are to be made under Part IV. has been materially altered. That schedule only includes incomes below Rs. 2,000 will be assessed by classification. On incomes of Rs. 2,000 and upwards, the duty will be assessed at six pies in the rupee.

5.—Sections 15 and 16 are new. Collectors should serve the persons therein described with the notice and form of return referred to in section 17.

6.—Section 17 and 18 are also new and important. It will be observed that under them the Collector is empowered to serve on any person whom he may consider chargeable under Part IV., a form of return to be filled in and signed by the person so served. In the case of persons whose income is estimated by the Collector at upwards of Rs. 2,000, the trip was not optional, but the Collector cannot assess any person on an income of Rs. 2,000 or upwards, without having first served on him the form of return. The period fixed in the notice should not be less than seven days.

7.—The power to call for a list of lodgers, &c., conferred by the old Act by section 11, will, it is believed, materially assist him in discovering persons chargeable under the Act.

8.—The penalty for not making a return when called upon to do so by the Collector under section 17, will be found in the proviso attached to section 25. The person assessed in his case cannot petition against the assessment " unless he shall satisfy the Collector that he had a sufficient excuse for not making such return."

9.—Section 32 provides the penalties for false statements in any declaration, list or petition.

10.—Section 36 provides that all the duties under Parts II. and IV. are payable in four quarterly instalments.

11.—A paper containing the following instructions should accompany the notice served under section 17 :—

" In the case of a firm, the ordinary designation of the firm should be entered in column 1.

" If the person on whom the return has several places of residence or business, they should be all mentioned in column 2, the principal place of business or residence being specified.

" In column 4 every separate source of income or profits accruing and arising in British India should be entered in detail. Salaries, pensions and annuities paid by Government, by a municipality or by any municipal or other public body or association not being a company, should be omitted, as they are chargeable under Part II. Shares in any company or association carrying on business in British India whose stock or funds is or are divided into shares and transferable, should be specified, as the profits of such companies are chargeable under Part III.

" In filling in column 5 the ascertained profits of the year of account preceding the 31st March 1870 should be taken as the *prima facie* basis of the entries. If there is good reason to believe that the profits for the current year will be greater than those of the preceding year, the entries should be modified accordingly. Against the gross receipts (here enter para. 15 of the rules issued in Notification No. 1888, dated the 24th March 1869).

" In the case of a firm or of a Hindoo undivided family, no entry should be made in column 5 ; but in other cases where the shares are chargeable separately, and it is wished that they shall be so charged, the column must be filled in.

" If the person filling in the return is chargeable (1) as a trustee, guardian, curator or committee of any infant, married woman subject to the law of England, lunatic or idiot ; (2) as an agent of a non-resident ; (3) as receiver or manager appointed by any Court in India, the Court of Wards, or Administrator-General, or official trustee in respect of income and profits officially in his possession or under his control, the fact should be stated in the column remarks."

A NEW SPECIES OF PIG.—A farmer wrote as follows to a distinguished scientific agriculturist, to whom he felt under obligations for introducing a variety of swine : ' Respected sir, I went yesterday to the cattle show. I found several pigs of your species. There was a great variety of hogs, and I was astonished at not seeing you there.'

CALCRAFT'S RETAINER.—In consequence of the respite of the convict Cunninghan, Mr. West Watson, City Chamberlain, on Thursday, intimated to Calcraft, who had been engaged to carry out the last sentence of the law, that his services would not be required. As one of the stipulations of that dread functionary on accepting an engagement is the payment of £5 in the event of his not having to leave London, that sum was remitted along with the communication.—*North London Mail*.

THAT Anglo-Indian newspapers published in India should employ native language and phraseology in order to save trouble and make themselves readily understood is natural enough ; but it is rather hard on us when journals published in that country, especially for the purpose of providing Indian news for the benefit of Europeans, indulge in the same mode of communicating their intelligence without giving us the benefit of a glossary. In *Allen's Indian Mail* we read the following announcement respecting the death (under what circumstances we cannot even conjecture) of an unfortunate Englishman, who seems to have indulged too much in some convivialities :—" A friend called to see him on the following morning, and found him suffering very much. Mr. —— afterwards went out for a walk, and threw himself down a khud. The khansamah at the dawk-bungalow promptly got a jampan, and sent him to Kalka. On the way he expired." We hope poor Mr. H.'s friends in this country are in possession of less enigmatical information.—*Pall Mall Gazette*.

PARIS takes kindly to Horse flesh. If the consumption goes on increasing at its recent rate, there will, in a few years, be no room for beef in the markets. The Minister of Agriculture has had a report presented to him by the committee for encouraging hippophagy, and it contains some figures that will startle epicures who regard the practice with abomination. It was on the 9th of July, 1866, that the first horse-flesh mart was opened ; and from that day till the end of the year 902 steeds were cut up and sold to set forth the Paris dining-tables. This would be at the rate of 2,600 a-year. In 1867 the whole number of actual victims was 2,152, showing an increase of about 300. Again, in 1868, there was a nearly equal increase ; for, in that year, the number rose to 2,421. The last year's tale is not included. Three hundred head of " cattle" is a good round number to be added to each previous year's consumption ; and it is a proof that, knowingly or not, the Parisians are habituating themselves to dine off that delicacy which was so relished by one of them, who, while on a visit to London, daily purchased his *steak* from a barrow-standing coaster, at the rate of " dree morceaux, on a leetle steeck, for un pennie." Every horse carcase yields about 200 kilogrammes of meat, or about 440 pounds ; so that in 1868, there were about a million pounds of the flesh eaten. This is only for Paris ; the committee have not yet secured data for the whole of France ; but they think that in 1868 the amount may be stated at two million kilogrammes. They are proud of their progress, and well they may be ; but what carries them ?—*Once a week*.

A TIBETAN GOLD FIELD.

IN the seventh number of the new scientific journal, *Nature*, a short but interesting account of the Thibetan gold-field, Thok-Jalung, is given. It was visited in 1867 by the pundits of the Great Trigonometrical Survey for the purpose of verifying certain calculations which were required in the progress of the great work. Thok-Jalung is at an elevation of 16,330 feet, on a bleak and desolate plain. The cold is intense, and the tents of the diggers are placed in deep pits for the sake of protection against the bitter winds, which howl eternally over these great wastes. The diggers eat meat three times a day, and " tea stewed with butter ;" they also smoke tobacco in iron pipes. They are exceedingly particular about the quality both of the tea and tobacco, preferring China to Himalayan tea, and smoking only the very strongest tobacco. Notwithstanding the severity of the climate, the isolated nature of their position, and the exhausting labour, the people are as merry as can be. Sitting round their camp-fires at night, singing songs and dancing, or listening to the legends of the old men, they appear to be quite contented with their lot. The curious p[illegible]e in which the Thibetans sleep is, of course, to be [illegible]ed among the diggers. They draw their knees up to their head and rest on their elbows and legs entirely. Keeping their faces downwards, they raise their heads and elbows on a slope of the ground or on a heap of stones, so that the back is in a horizontal position ; then they heap all their available clothes on their backs. In this extraordinary attitude they preserve the natural heat of the body to the highest degree possible under the circumstances, and are thus enabled to sustain life during the extreme cold of the Thibetan winter nights with a comparatively small amount of clothing.

In order to present to our readers an accurate idea of the manner in which the gold is collected, we cannot do better than quote the words of the journal from which we have derived our information :—" The gold is obtained from an excavation a mile long, twenty-five feet deep, and ten to two hundred paces wide, through which a small stream runs ; the implements used are a long-handled kind of spade, and an iron hoe. The water is dammed up, and a sloping channel left ; at the bottom a cloth is spread, kept down by stones so as to make the bottom uneven ; one man sprinkles the auriferous earth over the channel, and another flushes the channel by means of a leather bag. The pieces of gold fall into the inequalities, and are easily collected in the cloth by lifting up the stones."

The amount of gold obtained is considerable ; nuggets weighing two pounds are occasionally found. Nearly thirty rupees per ounce is the price which the gold commands on the spot. The annual licence-fee is two-fif

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1574 Lancashire Witch, Pearce—W. Cooper.
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1372 Calcutta, Morrison—W. Nicol & Co.

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523 Calypso, Johnson—Lawrence & Co.
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NOT FIXED.

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357 Dauphine, Blackett—The Captain.
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607 Mars, Ritcherring—The Captain.
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1228 Quorn, Bond—G. F. Pim & Co.
490 Sanderson, Humfrey—Wallace & Co.
1160 Sir Charles Napier, Moss—E. Bates & Co.
1110 Schleswig Bride, Hanson—H. S. Touche & Co.
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1348 Teresa, Brown—Rennie, Scovell & Co.
1199 The Royal Family, Laing—J. P. Cornforth & Co.
1122 Tythonus, Green—Ewart, Latham & Co.
1090 T. E. Lemon, Rainey—Owen & Okell.
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This perfectly white and delicately clean granulated preparation possesses remarkable effervescent qualities, which far surpasses the ordinary Seidlitz Powder in its cooling, refreshing, and mild aperient properties, as well as in its flavour as a saline draught. It is particularly well adapted for women and young children, on account of its most agreeable flavour and mild effect.

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The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on Customers' Daily Balances from Rs. 500 up to Rs. 1,00,000.

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By order of the Directors,
JAMES WINDRAM, Manager.
Bombay, 13th April 1870.

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" demand		1s. 11 1/16d. do.
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Bombay, 12th April 1870.

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Cleanses and imparts a beautiful gloss to the hair; prevents the formation of dandriff; and keeps the skin soft and cool.
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ILVER HUNTERS, warranted for 2 years. Price Rs. 50.
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AYA PANA, a very superior Liquor, extracted from the Aya Pana Plant, known for its great tonic properties. It is also a very agreeable and wholesome beverage, and the use of this pleasant cordial as a desert drink is of a great efficacy in preserving health. Being combined with the choicest Brandy renders it the more effective as a tonic in cases of Flatulency and Indigestion. A small consignment of the above just to hand. Apply to J. NEUBERG.
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DINNER PLATES.
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Kemp's "MEDICINE CHEST COMPANION," written expressly for them.
D. S. KEMP & Co.,
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RHEUMATISM
may be quickly relieved by wearing
SCHMIDT'S FOREST WOOL,
A balsamic fibre prepared from the leaves of the Maritime Pine.

Undervests	each	Rs. 8 0
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FOR
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(See "Times of India," 9th September 1868.)
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MENTIONED IN THE NEW INDIAN PHARMACOPŒA,
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No medicine has done more to assuage suffering in this country, to all classes, European and Native, can now testify to its value.
Goa Powder ..... 12 as. per phial.
Solution of Goa Powder (Liquor Acido Salicrubici) ..... 12 as. "
A liberal discount to the trade and to charitable institutions.
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The active principal of the Herb CHIRETTA, preserved by combination with sugar.
MESSRS. D. S. KEMP & Co. have now made arrangements for the preparation of this remedy on a large scale. It was originally prepared by D. S. Kemp in 1835, by a process of his contrivance; and at his request was subjected to extensive trial both in Government Hospitals and private practice; the result being that it was recognised as the best preparation of Chiretta extant, and an efficient substitute for Quinine.
As a TONIC, Saccharo-Chirettine promotes the appetite and assists digestion, strengthens the stomach, obviates flatulency, and diminishes the tendency to acidity. It is particularly beneficial where there is a disposition to gout. As a general Tonic in feebleness and debility of the whole system, especially of the muscles, it is not excelled by any remedy, producing marked effects after a few doses.
As an ANTIPERIODIC in Intermittent Fever, when taken between the paroxysms, it mitigates or prevents a recurrence of the attack.
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JUST LANDED, DOUBLE BARREL LIFT PUMPS, worked by hand, 8 inches bore, 14 inches stroke, on malleable iron wheels, having ball joint where the suction pipe joins the table, and leather loose valve 6½" diameter for the discharge, with 24 feet malleable iron suction pipe in 4 lengths with flanged joints.
Galvanised Iron Hand Pumps, on tripod stands, with 20 feet of Suction Hose.
One 8 Horse Power Horizontal Steam Pump, by Messrs. Shand and Mason, London, with Boiler and Fittings complete.
One Double Acting Pump for deep wells, and may be worked by hand or bullock power.
Gwynnes' Centrifugal Pumps, 4, 7, 8, & 10 inch, with 24 feet of Wrought Iron Piping in 4 lengths each.
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Two High Pressure Horizontal Steam Engines, each 12 Horse Power nominal, with Boilers and Mountings complete.
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Galvanised Corrugated Sheet Iron, in Sheets 6, 7, and 8 feet long, 16, 18, 20, and 24 Gauge.
Galvanised Iron Bidging and Fixings.
A few Wrought Iron Plate Girders, 33 feet long, 24 inch deep, weighing about 1 ton each.
Crab Winches, Galvanised Blocks, Chain, Duplex Punches, Cast, Wrought Galvanised Iron and Lead Piping.
Bar, Angle, Tee, Plate and Sheet Iron, Cast, Shear and Blister Steel, Bolts and Nuts; also a quantity of untapped Nuts of sizes (Machine made.)
Pickaxes, Hoes, Nails, &c.
A large assortment of Hammers.
Plain Sheet and Perforated Zinc.
Whitworth's Taps and Dies.
Fire Brick and Clay.
Suction and Leather Delivery Hose.
Beams and Scales and Weights.
A few Coal Skips suitable for weighing Coal on board ships.
Estimates given for all description of Ironwork and Machinery on application.
W. NICOL, & Co.
18th March 1870.

BRITISH INDIAN SUBMARINE TELEGRAPH COMPANY (Limited), in connection with the ANGLO-MEDITERRANEAN TELEGRAPH COMPANY (Limited), the FALMOUTH, GIBRALTAR and MALTA TELEGRAPH COMPANY (Limited), and the MARSEILLES, ALGIERS and MALTA TELEGRAPH COMPANY (Limited).

Direct Submarine Telegraph Communication with EUROPE and AMERICA via RED SEA, EGYPT, and MALTA.

The British Indian Submarine Telegraph between BOMBAY and SUEZ will be OPENED for the Transmission of Messages to ADEN, EGYPT, EUROPE and AMERICA on the 15th March.

THE PUBLIC ARE PARTICULARLY REQUESTED TO INSERT, IN THE PREAMBLE OF EACH MESSAGE, VIA RED SEA, TO INSURE ITS BEING SENT BY THE SUBMARINE ROUTE. THESE WORDS WILL BE TRANSMITTED FREE OF CHARGE.

Until the opening of the Falmouth, Gibraltar and Malta line, which will be laid in May next, messages for England will be forwarded by The British Indian Submarine Telegraph Company's lines to Alexandria, and thence by the Anglo-Mediterranean Telegraph Company's Cable to Malta and their land lines through Italy

These lines are worked throughout by English Clerks under one Management.

The following Tariff has been arranged for the transmission of Messages from Bombay :—

RATES FOR TELEGRAMS OF TWENTY WORDS

	Rs.	a.	p.		Rs.	a.	p.
Aden ...	15	0	0	Luxemburg ...	28	0	0
Algeria ...	28	8	0	Malta ...	25	4	0
Austria ...	27	12	0	Norway ...	29	0	0
Baden ...	27	4	0	Papal States ...	26	8	0
Barbary, Tripoli, Bhenghazi ...	24	0	0	Portugal ...	30	10	8
Bavaria ...	27	4	0	Russia, Europe ...	29	12	0
Belgium ...	27	12	0	Do on Caucasus ...	31	0	0
Corfu ...	27	12	0	Do Asia, West of Tomsk ...	32	12	0
Denmark ...	28	0	0	Do Asia, East of Tomsk ...	36	0	0
Egypt ...	20	0	0	Servia ...	28	0	0
France and Corsica ...	27	12	0	Spain ...	31	8	0
Germany, North ...	27	12	0	Sweden ...	28	12	0
Gibraltar ...	29	0	0	Switzerland ...	27	0	0
Great Britain ...	30	0	0	Tunis ...	28	8	0
Hungary ...	27	12	0	Turkey, Europe ...	28	0	0
Hohenzollern ...	27	8	0	Do Asia, Seaports	29	12	0
Holland ...	27	12	0	Do do Inland ...	31	4	0
Italy ...	26	8	0	United Principalities	28	0	0
London ...	30	0	0	Wurtemburg ...	27	8	0

HALF THE ABOVE RATES FOR EVERY ADDITIONAL TEN WORDS.

SPECIAL TARIFF FOR TELEGRAMS OF TEN WORDS.

	Rs.	a.	p.		Rs.	a.	p.
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Aden ...	10	0	0	Malta ...	17	0	0
Cairo ...	13	8	0	Suez ...	13	8	0

Messages for this line will be received at the Government Telegraph Office, but it is necessary that the words "Via Red Sea, should always be written in the preamble.

Message forms or books will be supplied gratis on application to the undersigned.

For further particulars apply to
GEORGE B. STACEY,
Bombay, 26th March 1870. General Superintendent.

NOTICES.

DAILY MARKET PRICE CURRENT,
PUBLISHED by the MUNICIPAL COMMISSIONER.

THE DAILY MARKET PRICE CURRENT gives the MAXIMUM PRICES of all the ARTICLES sold in the AMPHUR CRAWFORD MARKETS. Delivered daily to Subscribers to the "Bombay Gazette" for ONE RUPEE a MONTH. Single Copies, One Anna each. Those wishing to subscribe will please apply to the Manager, "Bombay Gazette."

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY.
22 APOLLO STREET, OPPOSITE THE SECRETARIATE,
Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition, for the bottoms of steam vessels and every description of engineering plant, for the repairs of steamers &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution, and be carried out in a manner which they trust will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—
Peacock's and McInnes's Anti-fouling Composition.
McDougall's Disinfecting Powder.
Taps and Dies (Whitworth's) complete in Cases.
Low Moor Iron Bars, Plates and Rivets.
Best American Flour in barrels at Rs. 24 a barrel.
Copper and Brass Pipes, of sizes.
Anti-Corrosive Paint. Fire Engines complete.
Corrugated Hoop Iron. Patent Water Closets.
Jim Crows. Traversing Screw Jacks.
Smiths' English Bellows. Corrugated Iron.
Canvas. Belting of sizes.
Rollers, Skins. Clean Cloth.
Bundling Twine. Paper for Mill use.
Portland Cement. Hoop Iron.
Paint Oil, of various sorts. Fire Bricks.
Wire Netting. Perforated Zinc Sheets.
N. B.—The Trade supplied at moderate rates.

JAMES W. ALLAN AND Co.,
(Late KINLOCH AND ALLAN)
3, NESBIT LANE, FORT,
BOMBAY.
Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipes.
Cast Iron Pipes.
Contractors' Tools.
India Rubber Suction Hose.
India Rubber Sheet.
Galvanized Corrugated Iron and Fittings.
Portland Cement.
Crab Winches, Bench Vices, Buckets, Shovels.
One Pumping Engine to lift and force 3,000 gallons per hour, complete.
One Chronometer, complete.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.
This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.
As compared with a Wire Fence its advantages are—
1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.
2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground and by ordinary labourers.
3rd. No "Stays" or other "Extras" for curves are required.
JAMES W. ALLAN & Co. having been appointed Sole Agents, for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Nettings Ornamental Gates, Railings, &c., &c.

DINNEFORD'S FLUID MAGNESIA.
The best remedy for
Acidity of the Stomach, Heartburn, Headache, Gout, and Indigestion; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.
DINNEFORD & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.
N.B.—Ask for DINNEFORD'S MAGNESIA.
Agents—TREACHER & Co., Bombay, Byculla, and Poonah.

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Steam Launch complete with Machinery :—
23 feet long, to seat 8 persons £145
30 feet long, to seat 12 persons £195
37 feet long, to seat 20 persons £245
43 feet long, to seat 30 persons £360
Machinery to suit boats built abroad :—
Of about 23 feet long £95
" 27 feet long £115
" 37 feet long £140
" 43 feet long £180
Any of the above Steamers can be carried on a ship's deck complete, and ready for immediate use.
Full particulars forwarded on application to
YARROW AND HEDLEY,
ENGINEERS AND BUILDERS,
ISLE OF DOGS, POPLAR, LONDON.
Prospectuses can be obtained at the office of this Journal.

FRAUD.
On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the
of Messrs. CROSSE & BLACKWELL, London, and was sentenced by Mr. Justice Phear to
TWO YEARS' RIGOROUS IMPRISONMENT.
And on the 30th of the same month, for
SELLING SPURIOUS ARTICLES,
bearing Labels in imitation of Messrs. CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Scaldah, to
TWO YEARS' RIGOROUS IMPRISONMENT.
CAUTION.—Any one SELLING SPURIOUS OILMEN'S STORES, under CROSSE & BLACKWELL'S name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully before taking delivery of them. The Genuine Manufactures of Messrs. Crosse & Blackwell may be had from every respectable Dealer in India.

LEA and PERRINS'
CELEBRATED
WORCESTERSHIRE SAUCE.
DECLARED BY CONNOISSEURS
TO BE
THE ONLY GOOD SAUCE.
CAUTION AGAINST FRAUD.
The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to
ASK FOR LEA AND PERRINS' SAUCE,
and to see that their names are upon the wrapper, labels, stopper, and bottle.
Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.
Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.
Wholesale and for Export by the Proprietors, Worcester, Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

ELEY'S AMMUNITION.
THE BOXER CARTRIDGES
For Snider-Enfield of ·577 bore, and for the Henry, and Martini-Henry Rifles of ·450 bore, adopted by Her Majesty's War Department, also of the ·500 bore for Military Rifles.
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The "ELEY BOXER" are the cheapest Cartridges known, carrying their own cups, and being made wholly of metal, are waterproof and imperishable in any climate.
The above Cartridge cases (empty) of all sizes, and for the different varieties of Breech-loading Rifles, can be had with or without the suitable Bullets and Machines for finishing the Cartridges.
BOXER CARTRIDGES of ·450 bore for Revolving Pistols used in Her Majesty's Navy.
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PIN-CARTRIDGES for Lefaucheux Revolvers of 12-m/. 9-m/ and 7-m/. bore.
CENTRAL-FIRE and PIN-FIRE CARTRIDGES for all sizes and systems of Guns, Rifles, and Revolvers.
Double Waterproof and E. B. Caps, Patent Wire Cartridge, Felt Gun Waddings for Breech and Muzzle Loaders, and every description of Sporting and Military Ammunition.
ELEY BROTHERS,
GRAY'S INN ROAD, LONDON.
WHOLESALE ONLY.

D. NICHOLSON and COMPANY,
SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN
COLONIAL AND FOREIGN AGENTS,
50, 51, and 52, St. Paul's Churchyard, London,
Invite the attention of Officers of the Military and Civil Service, and of Families proceeding to or residing in India and China, to the fact that they have had twenty-five years' experience as SHIPPERS OF GOODS to those Markets, and that they undertake the execution of Indents and Outfitting Orders on the closest wholesale terms.
N.B.—A Price List of 72 pages (sent post free), containing full particulars of every description of Silks, Woollens, Muslins, Calicoes, Prints, Ladies' Underclothing, Baby Linen, Mantles, Shawls, Hats and Bonnets, Clothing, Linens, Blankets, Carpets, Hosiery, Gloves, Ribbons, Lace, Haberdash